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THE PICTURESQUE
MAUMEE 1892

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THE PICTURESQUE MAUMEE

MIDSUMMER EDITION

TOLEDO SUNDAY JOURNAL

1892



THE MAUMEE RIVER ABOVE THE CITY. FORTS MIAMI AND MEIGS IN THE DISTANCE.

Extract from "The Vision of Nachichewa."

"'TWEEN GREEN-CLAD BANKS OF VERDURE, MEE-A-MEE DRIFTS SLOWLY ON,
THE MIAMI OF THE BROAD LAKES, FLOWING SOFT BUT BROAD AND STRONG;
PAST GENTLY NESTLING ISLANDS, SLEEPING SOFT IN JULY SUN;
BY HAMLET AND BY COUNTRY-SIDE, MURM'RING CONSTANT, PLACID SONG.
WHERE ONCE WAS WAR'S LOUD CLAMOR AND BATTLE'S AWFUL ROUT;
WHERE PAINTED SAVAGE GLOATED MID CANNON'S LOUD UPROAR
WHERE CHILDREN'S CRY AND WOMAN'S MOAN ON MIDNIGHT AIR RUNG OUT,
AND HUMAN BLOOD TINGED MEE-A-MEE'S FLOOD ON EITHER SWELLING SHORE,
NOW RUNS THE QUIET RIVER BY THE TEEMING FIELDS OF GRAIN,
AND PLIES THE RAPID STEAMER SENDING WAVE OF ROLLING FLOOD,
NOW DOTS THE LASTING HILLSIDE THE VINEYARD OFT AGAIN,
AND REIGN OF PEACE DOTH GIVE SURCEASE TO DEEDS OF WAR AND BLOOD.
NOW PASSES FARMER'S WAGON WITH LOAD OF GARNERED FOOD;
NOW LIE THE FRUITFUL VALLEYS FILLED WITH BARN AND RICK AND STORE;
NOW HOLDS THE REIGN OF PEACE AGAIN, AND MANKIND'S LATEST GOOD,
AND OMEE FLOWS AND WHEAT-FIELD GROWS, WHERE SAVAGE ROAMED OF YORE."

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THE HANDSOME "CITY OF TOLEDO."

The new and elegant steel passenger steamer City of Toledo was launched for the Toledo and Island Steamboat Company in 1890, and began regular trips as a first class excursion boat in 1891 between Toledo and Put-in Bay. This steamer has the latest improved engines, and is constructed of the best steel, making her one of the swiftest and strongest passenger vessels on the lakes. The City of Toledo is 225 feet in length and has a breadth over all of 52 feet. She has a capacity for carrying 1,500 passengers. Being brilliantly lighted throughout with the best electric system her appearance at night when viewed from the shore is that of a floating palace. The crew of this steamer are gentlemanly and courteous to all, and spare no efforts to render a trip delightful and enjoyable. The dock of this steamer is at the foot of Madison street, from which she makes daily trips to the Island. The first consideration in a passenger steamer is safety, while the second is swiftness, and both of these conditions are found in the fleet City of Toledo. The furnishings of this steamer are very elegant, and give an air of comfort and luxury to be found only in the best class of lake and ocean steamers. In the City of Toledo are to be found all of the requirements of a strictly first-class passenger vessel, and her popularity is well established. Under the efficient management of Mr. A. W. Colton the passenger traffic of the Islands route has steadily grown to large magnitude.



"CITY OF TOLEDO'S" DOCK AT MIDDLE BASS.

Photo by McKecknie & Oswald.

The Toledo and Island Steamboat company, which is the successor of the Put-in-Bay Steamboat company, was organized in 1890, with the following officers, who are well known as capable and successful business men: President S. C. Reynolds; vice president, Calvin Cone; secretary, N. H. Swayne; treasurer, M. I. Wilcox; general manager, A. W. Colton.

Put-in Bay Island.

Island with the above has become memorable from important event in our national history—Commodore Perry's victory won over the British in September, 1813. On this island near landing lie the remains of Perry's gallant officers, and here United States government will a magnificent monument to memorate his achievements. in Bay in recent years has be- a noted summer resort, the tiful scenery, pure air, excel- fishing and boating making e of the most delightful places he entire chain of lakes. The ural advantages of the island long been recognized, and ng the past few years improve- ts have been made which tly enhance its beauty and activeness as a resort eas- ss for pleasure seekers e in quest of rest and rec . Other points of interest ists are located in close pro- y to Put-in Bay, and are easily hed by small steam yachts.

* * * * *



Photo by C. L. Lewis THE ELEGANT AND SWIFT NEW PASSENGER STEAMER "CITY OF TOLEDO."



Photo by Van Loo & Trost VIEW OF IRONVILLE COAL DOCKS OF THE TOLEDO DOCK & COAL CO.

The Lake Erie Transportation Company.

The Lake Erie Transportation company, running a line of four large steamers in connection with the Wabash Railway between Toledo and Buffalo, carrying an enormous quantity of grain and general package freight, was organized in 1888, since which time it has had a rapidly growing business. The steamers owned by this company are the following: Steamer S. C. Reynolds, 2,600 tons, commanded by Captain Wetmore, of Perrysburg; steamer Russell Sage, 1,500 tons; steamer John C. Gault, 1,500 tons; steamer A. L. Hopkins, 1,000 tons.

The advantages to be derived from such a transportation line to shippers are clearly apparent to all, and particularly to those who have anything to do with the handling of grain in large quantities. The president and general manager of this company is Mr. A. W. Colton, of Toledo, who has proved himself to be thoroughly efficient and well qualified to successfully conduct the extensive business of the company.

* * * * * * *

The Toledo Dock and Coal Company.

The Toledo Dock & Coal company, occupying a river frontage at Ironville of 15 acres in extent and being connected with the Wheeling & Lake Erie and Belt Line railroads, was organized in 1889. This company does an extensive business in the handling of coal shipped over the Wheeling & Lake Erie railroad, and its business is constantly increasing under its able management. The officers of the company are the following well-known gentlemen of this city: President, S. C. Reynolds; secretary and treasurer, D. Adams; general manager, A. W. Colton.

Mr. A. W. Colton.

Mr. Colton is a native of Ohio, and spent some year of his boyhood at Monroe, Mich. He came to Toledo from that town in 1849, and has lived here ever since that early period in the history of this city. Soon after his location in Toledo he became actively engaged in the lake transportation business, and has assiduously and successfully followed it all these years. Indeed, it would not be overstating the fact to say that Mr. Colton is the father of the present enormous lake transportation which had its beginning more than forty years ago. By his careful, liberal and efficient management of the business it has steadily increased until the daily expenditures of the three lines which he represents have reached about $1,000. He has shown remarkable administrative and executive ability in his chosen occupation, and is still in the full vigor of strong manhood. And while his attention has been mainly directed to the lake trade and shipping interests, Mr. Colton is known as a man of keen far-sighted judgment, and his conservative views on all subjects of business and finance are taken as authority. As a citizen he is one of the most social and urbane gentlemen one meets, his extensive business interests not engrossing his time to the detriment of his family or large circle of friends.



Photo by Van Loo & Trost. STEAMER "S. C. REYNOLDS" OF THE LAKE ERIE TRANSPORTATION CO. (WABASH LINE.)



PUT-IN BAY LANDING AND

Photo by McKecknie & Oswald.

Maumee.

BY KATHARINE BROWNLEE SHERWOOD.

A mighty river to the sea
Rolls on its way imperiously,
Through mottled meads and daisied dunes,
And lily-crested lush lagunes;
There plashing plover in the spring



Dip down and drink on burnished wing;
And autumn stretches fold on fold
Her tapestries of red and gold;
O river, sing thy songs for me,
Maumee, Maumee.

Who rent the riven rocks of time,
O river of the runic rhyme,
And bade thy waters flash and flow
While nations come and nations go?
Who grew the grasses on thy brink
To lure the herds to graze and drink?
Who set the fluted fields of maize
The oriflambs of peace to raise?
The golden age was coined for thee,
Maumee, Maumee.

Here on thy banks when age was young
The primal man his hammocks swung,
And chanted 'neath the chestnut boughs
His crude chromatic monodies;
Here nature fellowshipped with man
And bent to rude barbaric plan;
And taught him how to run and row,
To tip the arrow, bend the bow;
As blithesome as the bird and bee,
Maumee, Maumee.

The shouts of eager athletes ring,
The flying horsemen onward spring;
The tribal braves in sportive mood
Awake the sylvan solitude;
Across the waves the bark canoes
Are speeding with their dusky crews;



Photo by McKecknie & Oswald. MAUMEE AND THE BRIDGE FROM FORT MEIGS.

And swart papooses slyly creep
To where the rippling waters leap;—
The flying hinds are not more free,
Maumee, Maumee.

And hark, upon the morning breeze
There comes a song of salty seas;
And lo, across the bounding bay
The brave La Salle pursues his way;
The gilded guidons of La France
Across the Maumee waters dance;
And painted warrior leaves the chase



Photo by E. L. Griffith. RIVER ROAD AT TURKEY FOOT ROCK.

To parley with the proud pale face;
The *kinickinick wreathes over thee,
Maumee, Maumee.

What dread, defiant deeds were done
When race met race and warred and won,
Till proud Columbia proved her steel
At Fort Miami and Presque Isle;
And Yankee prowess, sturdy grown,
Proclaimed the conquest all her own;
And clasped the lakes in stately pride,
Like jewelled girdle to her side;
And commerce set her sails for thee,
Maumee, Maumee.

Along thy storied slope, Maumee,
The lingering legends speak for thee;
O'er Rock de Boeuf's sepulchral steep
The blood-avenging chieftains leap;
Around the Council Elm they sit
And pass the kindly calumet;
And where is heard the city's hum
The tribes have to the pow-wow come;
And Turkey-Foot tells tales of thee,
Maumee, Maumee.

Here Fallen Timbers waits for Wayne,
The swift sourrounding hurricane,
Who scours the vales of tasseled maize,
And sets the torch of war ablaze;
Here old Fort Meigs with hillocks green,
And here and there a grave between,
Shall wake the fame of Harrison
While grasses grow and waters run;
The young Republic bled for thee,
Maumee, Maumee.

And lo! when war's wild trump was heard,
And all the land with dread was stirred,
Thy sons unto the standards flew
And bore them seas of sorrow through,
They left their sickles in their grain
To perish on the battle plain,
Or float their flags on calmer height,
Above the dark despairing night;
Thy sons were nerved with love of thee,
Maumee, Maumee.

O river of the purpling vine,
O river of the corn and wine,
O river where the golden peach
Hangs luscious on the pebbled beach,
Where glide the galleys of the seas
In laughter-laden argosies,
O river, consecrate to truth
In proud Ohio's royal youth,
Thy deeds are dear to poesy,
Maumee, Maumee.

O fair Miami of the lakes,
For thee majestic music wakes,
The splendor of thy wide estate
To liberty is consecrate;—
To kindlier creeds and statelier laws,
To manlier deeds and holier cause;
From primal man's barbaric state,
To truth transfigured and elate;
To human freedom's high decree,
Maumee, Maumee.

*Indian name for tobacco.

A MID-SUMMER REMINISCENCE.

It was towards the close of a piping summer day. The sun had grown sullenly hot, as the sun will after having vainly attempted all day to melt humanity, and only succeeded in so affecting three-fourths of the perspiring mass.

I sat in my office wondering if there really was a north pole and, if so, if there was ice at that point. Ice! The very idea seemed preposterous and absurd. The solitary block that might have been seen marching in at our office door in the morning was now as [illegible] as the pedigree of Rameses IX, and coolness was not to be found. Hailing me from the open window, a friend suggested that if I would join him he would show me a rare and enjoyable sight. Any change appearing desirable, I assented, and presently we were slowly passing out towards the water works.

Arrived at the Wabash crossing, we turned off from the main traveled road and pass out on the brow of the hill, which here



MAUMEE RIVER AT TURKEY FOOT ROCK MINERAL SPRING.
Photo by M. A. Martin, Toledo Camera Club.

nearly approaches the height of a bluff. Pulling rein, my companion pointed up the Maumee Bay, to where, in the distance, lay Perrysburg and Maumee, and where the bridge appeared faint and disguised as though penciled softly there.

Before me lay a piece of fairy land. In and out on the west shore the sinuous course of the water alternately hid and displayed tiny isles, glittering in their golden dress, while farther up and on either shore, the gathering shadows of the trees and copse came down to the sloping banks to kiss the slumbering water.

Straight away before us the nestling island lay, calm and beautiful in the embrace of the wide stream, its low shores crowned with waving grain and ample harvest of tossing corn.

On and beyond the straight lines of a vineyard crept down to the water's edge, and the vines clung not more tenderly to shelving trellis than the shelving [illegible]n-crowned banks held to [illegible] line.

Flashing and glimmering, [illegible]ut and charming, the wide and placid river stretched before us, winding and out, and voluptuously crowded back the tree-lined shores, or coyly retreated from the over-hanging bluffs. Up from the more precipitous shores went creeping vine, and trembled wild flower or shrub, drinking in the water-fed air and still triumphantly green in the midst of what had been otherwheres burning wastes. Over all, on each side of the slowly passing stream, were the silhouettes of giant trees, showing as clean cut as though done in solid steel, their leaf-cumbered boughs against the now fiery-red evening sky. Peeping through these delicate points of leaf and bough, the sun, now grown to a huge red fire, swung pendant over the far west, as seeking a last b[illegible]; adieu to the world he had so late been roasting and bur[illegible]ing, and wishing to recall some of those fiery darts with which he had tormented suffering mankind, and to send instead a last soft benediction to all, ere he dropped slow to his palace of night.

Overhanging above, the blue sky held naught but a great breath of peace; a kind and loving rest for weary heads and hearts, and gave back the promise of soft and cooling dew when



THE MAUMEE RAPIDS, BELOW WATERVILLE.
Photo by M. A. Martin, Toledo Camera Club.

the sun rays had spent their force. Here and there, first shyly and then more bold a peeping star looked down on the fairy scene, and saw nowhere a more dainty or alluring picture.

The gathering shadows clung closely and more close; the cool breeze fanned our hot cheeks; the voices of the night, tender but vibrant, came to us one by one, and ere we knew, the picture had faded into that which I now hold, and shall hold for evermore, the memory of a perfect piece of river scenery, lying confined but expansive, complete but natural, charming but little known, almost [illegible]e heart of Toledo.

THE STROLLER.

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The Toledo Bicycle Company, whose buildings are shown on this page, are the successors to the properties and plant of The Page Steel Wheel Company, and organized in October, 1891, with Mr. N. C. Stevens as business manager. It has been the good fortune of the Toledo Bicycle Company, under Mr. Stevens' management, to within the short time since its organization, develop into one of the most prosperous industries in the city of Toledo, giving to the stock an increased value, and a demand for the company's justly celebrated "Dauntless" wheels beyond the present capacity of their works to fill. The "Dauntless" Spring Fork Bicycle being the only adjustable Spring Fork machine manufactured, gives to the Toledo Bicycle Company a monopoly of this style of machine. The manufacture of Pneumatic Tire machines was began in February of this year and rolled its way so rapidly into favor that the company is now, although working full capacity, three months behind in filling orders. March first the manufacture of a new pattern of Ladies' Pneumatic wheel was began, which is by bicycle riders pronounced the wheel par excellence for ladies'

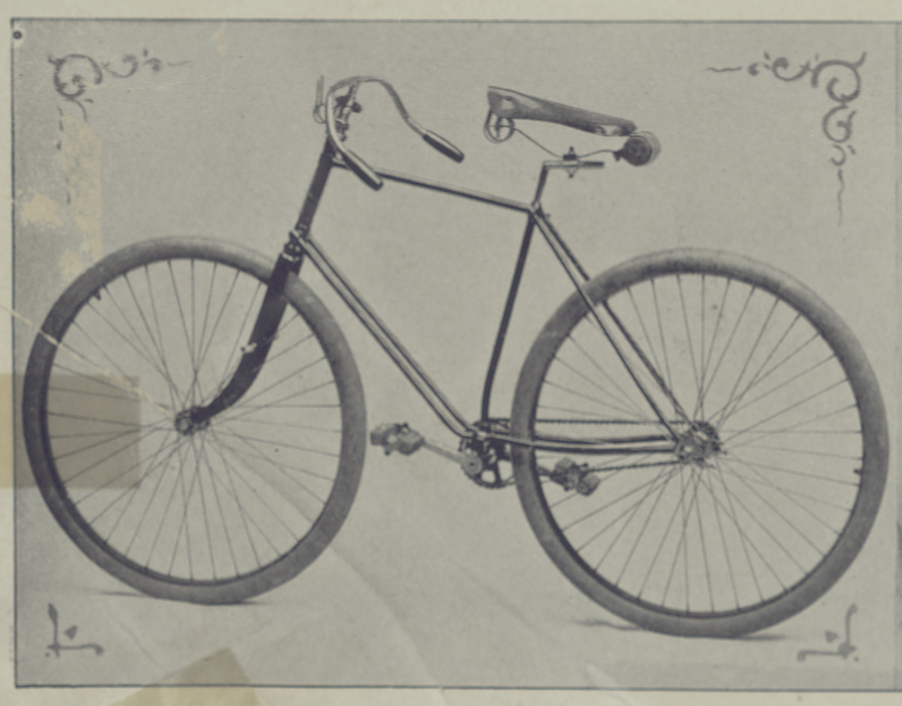
The strong points of the "Dauntless" wheels are the elements of strength given in a light wheel and their beautiful proportions, each and every one being built upon geometrical lines, that give great strength in the points where the greatest strain is brought to bear in use. Three "Dauntless" machines, shipped to Marshalltown, Iowa, were put into road use by three men, the lightest of whom weighs 240 pounds and the heaviest 285 pounds, the machines bearing them as buoyantly as though but boys of 90 pounds. And it is this attention in combining great strength to wheels not too light for practical use nor too heavy for comfort in propulsion, that has placed the "Dauntless" in the front rank as the best all-around wheel yet manufactured, the tire being very resilient and having but one tube, thus lessening the possibilities of accident to the tire.

Only wheels of high grade, for practical use, are manufactured by The Toledo Bicycle Company, it leaving to competitors the field for special and airy purposes, and wheels of lower and cheaper grades.

The weight of these machines is from 39 to 48 pounds each. The company's present capacity is 3,500 to 4,000 wheels per annum. For next year the Toledo Bicycle Company promise the world great revelations in the speed, strength and lightness of the wheels they will put upon the market.



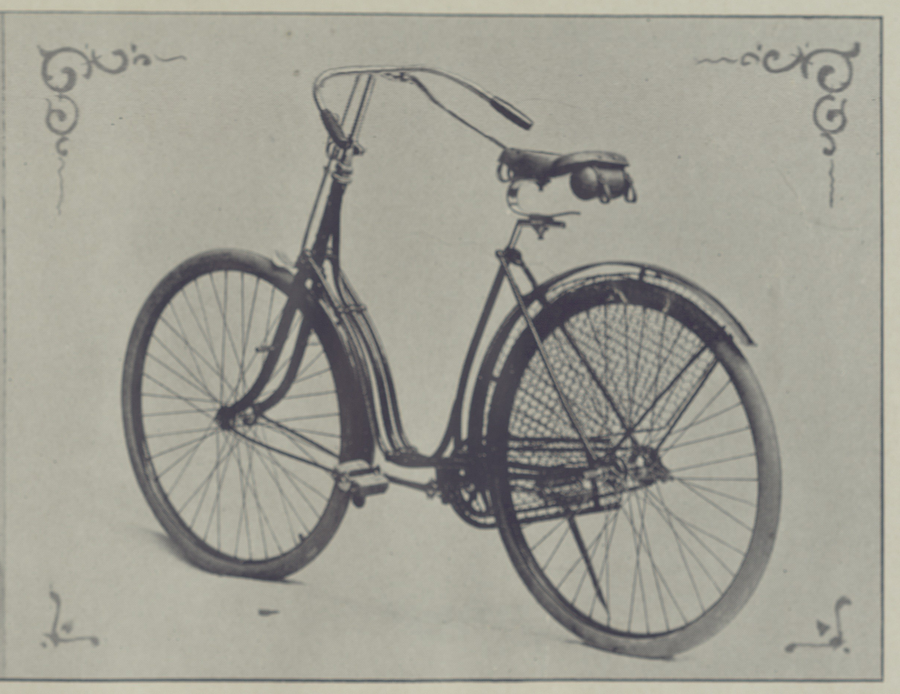
THE TOLEDO BICYCLE CO.'S MANUFACTORY.
Photo by Van Loo & Trost.



"DAUNTLESS" PNEUMATIC.
Photo by C. L. Lewis.



MR. N. C. STEVENS, GENERAL MANAGER AND TREASURER.



LADIES' "DAUNTLESS" PNEUMATIC.
Photo by C. L. Lewis.

The following, from the columns of the SUNDAY JOURNAL of October 4, 1891, seems apropos at the present time and is therefore reprinted:

The Officers of The Toledo Bicycle Company.

Some faint ideas of the stability of this company may be formed from a perusal of the following list of officers:

President, B. Meilink; Vice-President, Jno. Streicher; Treasurer, W. H. Cray; Secretary, N. C. Stevens; Superintendent, Owen E. Kenney, with Mr. I. B. Taylor, formerly of Madison, Ind., in charge of the purchasing and supply department, where his services are valuable, he being especially well fitted for this important position.

These gentlemen are among the most conservative, successful and thoroughly practical business men and financiers in Toledo, and success cannot but come to them as a result of their efforts.

Mr. B. Meilink has been known to Toledo as a leading and successful business man for half a century, during which period his ripe experience and sound business ideas have made a monument to himself and those associated with him.

Mr. W. H. Cray brings to the business a training and an experience possessed by few men.

Mr. John Streicher is a man of capital, careful, conscientious and not given to hasty action. His capital, when placed, is certain to be well placed, as he is conservative to the highest degree—and successful, too.

But when it comes to the active management of the business, it takes a fellow of push, of enterprise, of ability, of energy, which knows no object insurmountable—and here is found Mr. N. C Stevens, a typical Ohio boy.

Mr. Stevens came to Toledo something like four years ago and took charge of the Electric Lighting business in this city, then in its infancy. This plant he has managed with most signal success, and besides possessing a world of executive ability, is full of mechanics, which will make him a valuable acquisition to the bicycle manufacturing industry of this country.

Their Patent Spring Fork.

Some absolutely new features connected with the "Dauntless" make it the "bicycle wonder" of the season of 1892.

The history of the patent spring fork of this company is as follows:

In February 1890, John J. McErlain of South Bend, Ind., secured a patent on an entirely new principle in bicycles—a patent spring fork.

As all bicycle riders know, the state of perfection has never yet been approximately reached by inventors who have tried in vain to overcome the jolting and jarring caused by bicycling.

But McElrain evidently solved the problem, or at least furnished a key to the solution, for his ideas were but crude and undeveloped.

After a thorough and exhaustve searching of the records of the Patent office at Washington, D. C., by one of the most skilled patent attorneys, the following report has been received by the Toledo company: "After the most thorough, complete and searching investigation of all the records bearing on United States and foreign patents in all the classes and sub-classes in the United States patent office having any analogy to the device in question, I state as my opinion that the patent is a perfectly valid one." Not content with this, the counsellor in question was directed to place the matter before the Commissioner of Patents for his judgment in the matter. This was done, and that official gave the device his personal attention and consideration, his opinion being highly complimentary to the owners of the patent—the Page Steel Wheel Co.—in that the device stood absolutely alone in its class.

A description of this patent spring fork would not seem to be necessary or practical, but certain it is that it is one of the simplest devices ever brought out, and as developed and improved by the present owners cannot but prove very valuable.

The "Dauntless" Easy to Propel.

Expert riders who have tested and ridden the "Dauntles" this season are loud in their praises of it on account of the ease with which it is propelled, as well as the comfort and pleasure derived from the spring-fork. Then another favorable point for the wheels manufactured by this company is, that they are all first-class and high grade in every respect, and cannot but outrival all competitors, owing to the many practical features combined in it, the leading one of which, of course, will be the spring fork, though the patent coasters and step combining these with the nuts, and beauty, service and strength to the machine.

A Valuable Feature

Of this spring fork consists in its adjustibility to persons of all weights from 75 to 250 pounds.

The frame—diamond—is used most largely in the manufacture of the new machine, although a lighter drop frame is manufactured for ladies. In this "diamond" frame there have been some valuable features added, which tend to enhance the beauty, strength and lightness of the machine.

Special Brake Adjustment.

There is also a new feature of the new machine consisting of a special adjustment of the brake to allow for the shifting of the wheel by wear, or the possible stretch or wear of the chain, that is both practical and valuable.

The wheel will also vary considerably from the old ones, an ingenious device in a nipple at the end of the wire spoke connecting the rim, making the adjustment simple and easy, and adding strength as well. The single spoke is used instead of the double, making a lighter and more airy looking and yet stronger wheel.

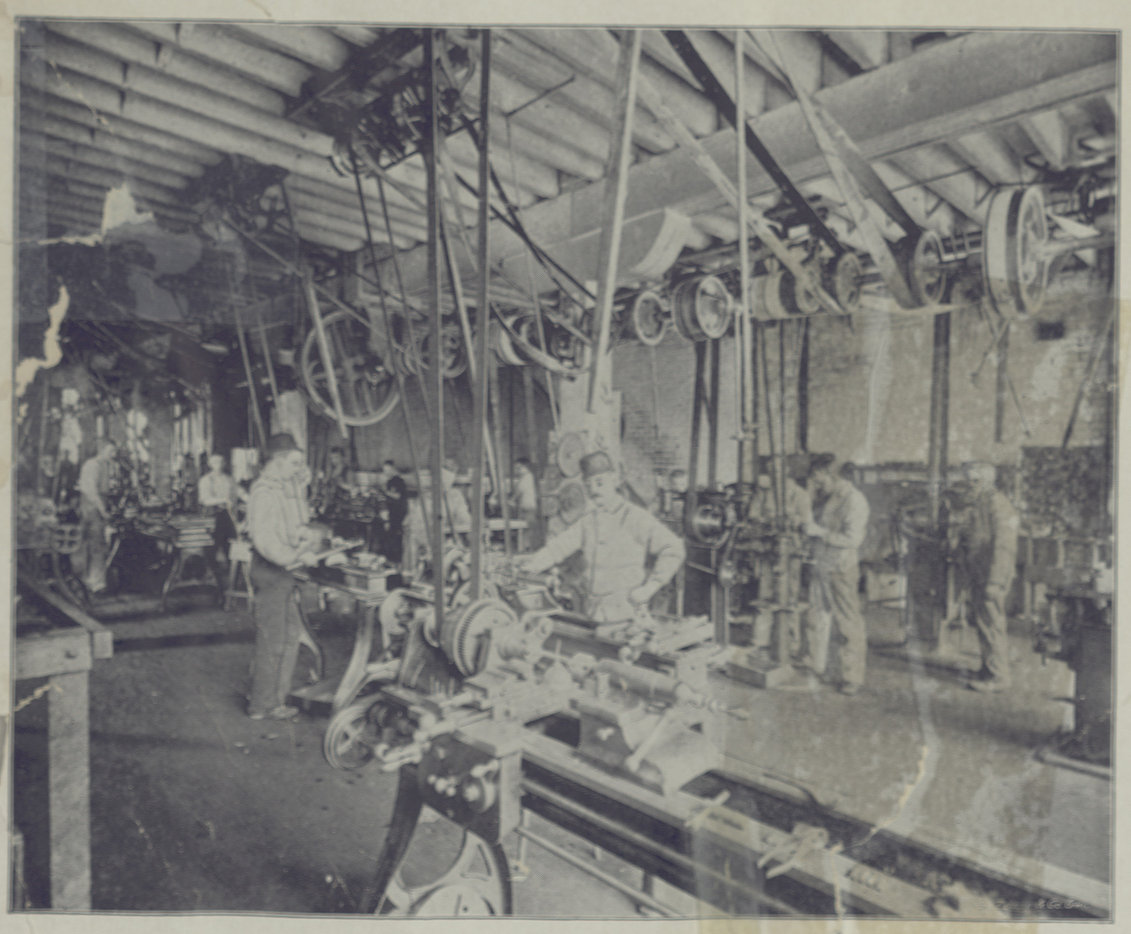
Well Equipped Factory.

The factory as at present constituted is one of the most thoroughly and perfectly equipped modern manufacturing plants in the country.

There are at present some 60 odd men employed at the works, and next season this number will be enlarged. The capacity of the present plant is

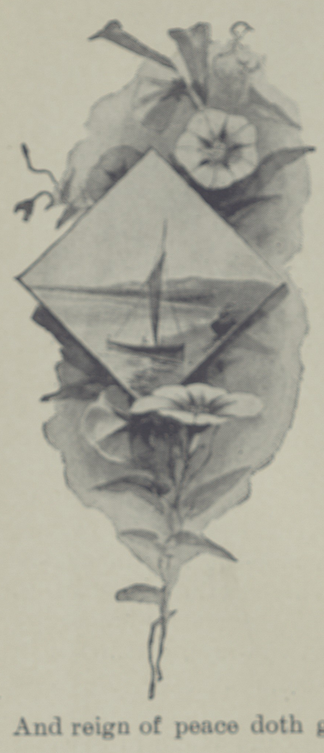
Ten Complete Machines a Day.

This capacity will be full met by increased help. The equipment as to case hardening ovens and furnaces, nickel plating, enameling kilns, etc., is complete and nearly every article that enters into the construction of a high grade Bicycle is made right in the Toledo factory, the saddles, rubber handles and tires being the only exceptions.



INTERIOR VIEW OF ONE OF THE TOLEDO BICYCLE CO.'S MACHINE ROOMS.
Photo by Van Loo & Trost.

The Vision of Nachichewa



'Tween green-clad banks of verdure,
Mee-a-Mee drifts slowly on,
The Miami of the broad lakes, flowing
soft, but broad and strong;
Past gently nestling islands, sleeping
soft in July sun;
By hamlet and by country-side, mur-
m'ring constant placid song.

Where once was war's loud clamor and
battle's awful rout,
Where the painted savage gloated, 'mid
the cannon's loud uproar,
Where children's cry and woman's
moan on midnight air rung out,
And human blood tinged Mee-a-Mee's
flood on either swelling shore,
Now runs the quiet river by the teem-
ing fields of grain,
And plies the rapid steamer sending
wave of rolling flood;
Now dots the lasting hillside the vine-
yard oft again,
And reign of peace doth give surcease to deeds of war and blood.

Now passes farmer's wagon with load of garnered food;
Now lie the fruitful valleys, filled with barn and rick and store;
Now holds the reign of peace again and mankind's latest good,
And Omee flows and wheat field grows where savage roamed of yore.

NACHICHEWA.

In the days of ancient savage,
In the days of red men's life,
In the days when roamed the forest
The Indian free and wild,
Stood Nachichewa, the chieftain,
Nachichewa, the great king,
Sanstawritsa he, the leader,
Stood on shores of rolling Omee,
Rolling swift to stormy lake,
And saw in vision all the future,
Saw the scenes of war and slaughter;
Saw his dusky children vanish,
Saw the white man rule the country,
Saw the hunting grounds removed
And the savage driven distant,
From the home of all his people.

Since then years now three hundred
Swiftly passing, swift have fled;
Years filled oft with blood and
sorrow,
Years of doubt, and hate and blood,
Years filled out with pain and
trouble;
Years of daring want and toil;
Years of change and growth and
effort;
Years of war and peace and life,
As the peaceful Omee valley,
Held the river to its course.

In their wigwams slept his people,
Slept in peace and safe from harm,
Safe because the chieftain waited
And Nachichewa stood on guard.

Came there then unto his vision,
Spirit from another land;
Told his waiting ear strange story,
Of what should chance on quiet
shore,



RIVER SCENE, FORT MEIGS IN THE DISTANCE, TAKEN FROM FORT MIAMI.

Photo by McKecknie & Oswald.

How the red man, ever fleeing,
Robbed and duped and basely cheated,
Lured with burning fire-of-water
By the pale face sleek and cunning,
Should at last his home abandon,
Seek the shores of western river,
And at last sink out from knowledge,
And be gone from there forever.

THE SIX NATIONS.

East, beyond the mighty mountains,
Ragged, frowning, beetling mountains,
Torn and rocky, gorged mountains,
Lived the mighty Iriquois;
Lived the Six most mighty nations;
West of them the Ontarronons,
And the Squenquioronons,
Westward still on Cuyahoga
Bloody Mingoes dwelt and battled.
On Sandusket lived the Hurons,
Reared the Wyandots their wigwams.
Far to south were Tuscaroros,
Southward still Monongonese,
Who, with Alegheneys banded,
Held the mountains for their portion.
On the shores of southern river,
"Beautiful" they called the river,
Was the Shawnee nation powerful.
Westward were the Illinois,
To the northward the Otuahs,
Where the narrow waters sparkled,
Michillimacinac they knew it,
While across the boiling lake
Were other Hurons and Wyandots.
On the pleasant shores of Omee
Here the people of Nachichewa,
Tawigtwees and Kickapoos
Sought the beaver and the red deer,
Sought the turkey and the wild fowl,
Lived in peace, and rudely happy
Dreaming naught of white man's coming.

THE SPIRIT TO NACHICHEWA.

In the silence of the midnight,
'Neath the moonbeams softening light,
Where the valley sleeping lay,
Sleeping in the mellow white,
Came the whispered voice of spirte,
To Nachichewa, man of might,
Telling of the future night,
Night to follow after day;
Told of sadness yet to come,
Of the white man's lies and woes;
Of the red man fleeing westward
Westward as the sunlight goes;
Of the treachery and killing
Till the pleasant hunting grounds
Should be dyed with human gore.
Spake the spirit to Nachichewa,
To Nachichewa, chieftain wise;
And unfolded to his vision;
What in future should arise.

CONFLICT OF RACES.

"Now comes," it said, "from out the east,
The early voyager, Frenchman, priest
And bears the Cross to savage life,
And teaches love opposed to strife.
Following fast come lilies white,
And gallant French, in spotless dight,
Eager for love, adventure, fight,
Shall swarm the land, the rivers ply,
For king to conquer, fight or die.
The god of pelf puts Christ aside,
And traffic spreads both far and wide,
The Frenchman's greed aids Frenchman's pride,
And scalps bear grade with beaver's hide.
The Brittain ever follows fast,
Where French flag flies his lot is cast,
And from the shores of mighty lakes,
To where the Father water takes
Plunge into gulf, his profit makes.
The wars of Europe here find vent;
Here Continental hate is spent,
And debt of Cressy and Agincourt
Is closed in blood in peltry mart.
And now the mutual hate of race
Flashes across th' valley's face;
And Gaul and Brittain vie in deed
To strong excite the savage greed,
And vale and woodland far and wide
Hold bloody sign of battle tide.

The crafty chief of Huron tribe,
Urged on by promised British bribe,
Seeks the French forts to overthrow
And Nicholas leads the natives through
Blood and carnage, ambush and war;
Outcome of nation's feud afar;
Blazes Pickawillaney at dead of night,
Comes Joncaire with his men of might,
And following close the Rogers band
To hold for England fertile land.

Next, Pontiac, the valiant chief,
Joins with the French to seek relief
From British greed and British gold;
In summer's heat and winter's cold;
Fights for his people, country, sires,
Blaze high the camp and torture fires,
And fret the shores of lake and river,
The race doomed West to trend forever.
Detroit tastes of the chieftain's skill,
Save for slight chance, has felt his will,
And leader brave, of men untaught,
Sustains his prowess, dearly bought;
The opposing hosts defy his band,
Escape but closely from his hand.

Grows savage hate and savage wrong;
And Christians teach with matin song,
That scalp of foe brings ready pay
If torn from foeman's head in fray;
Or caught, in bloody midnight raid,
From gentle childhood's tender head.
The camp-fires burn on every hand;
The savage foe scorns brother band,
Rears the dread stake with burning brand
And Crawford's fate thrills all the land,
While Girty's hated name is told
In trembling tones by warriors bold.

The wars of Christians 'gainst their kind
Flash deeper hate in savage mind,
And lonely cabin, frontier home,
Feels the mad shock, as warriors roam
To wreak their devastating ire
In awful deeds, in funeral pyre;
And Mee-a-Mee's vale, from end to end,
In massacre and outrage blend.

Comes Harmon's march in set array,
Retreating yet at close of day;
Follows St. Clair to 'venge the deed,
And caught in trap, gives little heed
To pride of war, but flees the field,
Nor thinks it cowardice to yield.

And thus the scenes of war and
strife
Give little hope of peaceful life;
Contending hosts hold widespread
hate.
Till comes Mad Anthony, as fate,
And Wayne opposes allied hosts;
Reclaims the fields by others lost;
At Fallen Timbers wins the day,
In midst of splendid battle fray.

Across Mee-a-Mee's placid breast,
Meigs and Miami's hates confessed,
And murmuring waves, smoke-clad
and black,
Hold shot and shell 'mid battle's
wrack;
The tree-crowned hills give back
refrain,
Of warring hosts in death and pain,
Contending for the fertile plain,
And that wide land the rivers drain.

Again the valley's peace is rent
When Hull, at far Detroit had went
For shameful drunken bout, and
made
Surrender of his tarnished blade.

The years pass on, the days are fast
Counted with the time that's
passed;
When on the Raisin's bloody banks,
That awful deed, whose shame out-
ranks
The direst act of savage foe
Is signal for a nation's woe,
When wounded, spent and held in trust
A thousand men return to dust,
While Englishmen stand idly by
And give no heed to brother's cry.

Tecumseh, brave, the Shooting Star,
Wise, strong, benign, a foeman far
More worthy of a brave renown
Than those who hail his shooting down,
As simply loss of comrade they
Might not replace for bloody fray;
Tecumseh, fighting for his land,
Fighting with brave and honest hand;
And answering thus to patriot call,
To save his land from foreign thrall,
And keep for those who after came,
That which for long had joined his fame
And vested in his tribal name.

The face of nature smiles again,
When, where the lake joins with the plain,
The ships of war hold on their way
And gallant Perry has his day
And crowns with glory "Put-in-Bay."

THE PAST AND THE FUTURE.

Thus the spirits clear unfolded,
Clear expressed to Nachichewa
How the future should develop,
How the flood of battle rage;
What the white man and the red man
Should endure for Mee-a-Mee,
Omee, river of the red man,
For that rich and fertile valley,
For that placid, flowing river,

Where the wild duck and the plover,
Teal and woodcock, and the wild goose,
Black bass, pickerel, and whitefish,
Busy beaver and the otter,
Trooping turkey and the wild deer,
Roamed and lived since time unknown.

And Nachichewa, the great king,
Sanstawrista, he, the leader,
Gazed among the clustering wigwams,
Where they slept, his warlike people;
Slept in peace and slept in safety,
For Nachichewa there stood guard;
And he wrapped his blanket 'round him,
Wrapped his blanket closer 'round him,
As the spirit thus he questioned:

NACHICHEWA'S QUESTION.

"O! thou strange, mysterious being, speaking tongue so new to me;
Comest thou to fright the red man? Comest thou his fright to see?
Thinkest thou he fears to listen, that he fears the worst to know?
Know the fate in store for Omee, where the Omee fears to go?
If the Spirit Great hath sent thee, if thy word is from His hand,
If thou seest the future clearly, if we must forego our land,
If the braves now sleeping softly, 'neath the wigwam's sheltering side,
Have the children now about them who must meet this foreign tide,
If the land of the Miamis is to be a stranger's land,
If our fertile, fruitful valley is now marked for white man's hand;
Tell me, dreaded, unknown spirit, shall the white man prosper here?
Shall he dwell in tented wigwam, sleeping soft and without fear?
Or, shall he make for him a city and rear pleasant homes around?
Will he love Mee-a-Mee's valley as we love our hunting ground?
Will he hold the land forever from the red man's loving touch;
Will he drive the red man farther; will he want all, having much?
If we seek the western sunset, shall the Spirit guide our way;
Or will the red man join the white man in the changes of that day?"

THE SPIRIT'S ANSWER.

"Not so," the Spirit, answering, said;
"Not so," the Spirit answer made.
"The red man closes here his race
And renders up to paler face;
The mighty course of human deeds,
Which now advances, now recedes,
Will here unfold a newer life,
And peace give place to war and strife.

"Behold!" The Spirit lifted hand,
Like magic touch of magic wand,
Unrolled the newer life at sight;
From right to left, from left to right.
Broad field held ample harvest there:
Blossoms of fruit filled soft the air;
Glade stretched from cliff to water-side;
Before lay country roadways wide;
Nestled in trees stood country home,
Where once did painted savage roam;
Far flashed the city's steepling spire;
Across the sky stretched lightning wire;
Beneath the earth went gas-ways long,
Congealed of iron metal strong,
While swift along the country road
Went panting engine, with its load
Of fruits of human skill and thought,
Of clever aids to comfort wrought
From ribs of oak, from tempered steel,
To add to human life and weal.
Mee-a-Mee broad held steaming ship,
Which fast sailed out from slip to slip,
With joyous crowd on pleasure bent,
'Mid scenes where war her woes had blent.
There stood upon her nether shore
The city with its hum and roar,
Replacing shout of warring band,
When Omee held the fertile land.
Wide street led into avenue,
Mansion was there, and palace, too;
The thousand tongues of bustling trade
Were heard where once was lonely glade;
The mighty ships ventured the lake,
Plowing the deep with foaming wake,
Carrying the fruits of human toil,
Of mine and workshop, forge and soil,
To other points toward setting sun,
Where Omee had his new home won.
On every hand, on every side,
Where fair Mee-a-Mee's gurgling tide
Flows softly to the lesser lake,
And where the foaming waters take
A newer flight, as rapids turn
Their course o'er dell or tiny burn,
The newer race held all the soil
And claimed the excellence of toil;
The excellence of church and creed.
The law fulfilled of human need.

NOT ALL IS TRUE.

"But stay," the spirit lifted hand,
"Not all is true within this land;
Here stands from all her kind apart
Unclaimed in home or church or mart,
She who has sinned her life away,—
She may not live, she can but pray
That death, more kind than Christian life
May claim the mother who's not wife.
Not now, as under savage law,
Upon the man falls all the flaw;
Then maiden knew not tarnished name,
And father bore the mother's shame;
Then male offender was cast out,
With shame and jeer and angry flout,
And simple maiden, suffering much,
Ne'er knew the taint of scornful touch.

"This modern life holds other plan,
And offers peace to lustful man.
Takes him to heart who's ruined life,
Chooses for him a virgin wife,
Gives roue proper meed of praise
And honors him to end of days,
While for his victim scorn and sneer
Stretch constant thro' each coming year.

"Nor is the newer way all gold;
Some suffer now, as erst of old;
Some tramp the highways, begging bread,
Where homes are spread; and some are fed
Beyond their needs, or hopes, or plan—
And still is woe for modern man."

'Tween green-clad banks of verdure Mee-a-Mee drifts slowly on,
The Miami of the broad lakes; flowing soft, but broad and strong;
Past gently nestling islands, sleeping soft in July sun;
By hamlet and by country-side, murm'ring constant, placid song.
Where once was war's loud clamor and battle's awful rout;



VIEW DOWN THE RIVER FROM FORT MEIGS. FORT MIAMI IN THE DISTANCE.
Photo by McKecknie & Oswald.

Where the painted savage gloated 'mid the cannon's loud uproar,
Where children's cry and woman's moan on midnight air rung out,
And human blood tinged Mee-a-Mee's flood on either swelling shore,
Now runs the quiet river by the teeming fields of grain,
And plys the rapid steamer, sending wave of rolling flood;
Now dots the lasting hillside the vineyard oft again,
And reign of peace doth give surcease to deeds of war and blood.

Where once were marching armies now nods the golden grain;
And clover rears its fragrant head where then was battle's stain,
And steamboats glide on flowing tide and ride the swelling wave,
Where once was blood in Maumee's flood, as died the painted brave,
And frontiersman and savage found nameless, common grave.

Now passes farmer's wagon with load of garnered food,
Now lie the fruitful valleys filled with barn and rick and store;
Now holds the reign of peace again, and mankind's latest good,
And Omee flows and wheat-field grows, where savage roamed of yore.

CONDICT C. PACKARD.

A Summer Sunrise on the Maumee.

Along the low hills which defend the Maumee river for many miles, a summer morning finds clouds hanging closely. The breath of the river has condensed, and the slight breeze does not suffice to move it aside. Curtained in by this impalpable shadow, the roadway defines itself but faintly in the gray dawn-time. Trees rise suddenly and develop into wide-limbed monsters, only to disclose their wonted shapes as they are approached. Hedges are cloaked soldiers standing guard. Houses are castles, fences, irregular breastworks, and wheat shocks tented military homes.

The creeping shadows go hastening to the west where the night lies dying, while from the east come the couriers of the approaching day, pale at first, then grown bolder, blushing at their temerity, until as the miles are passed and the high grounds reached, the bold announcement comes from down the bay that the sun is at hand.

Cloud shadows are lifting, have lifted, and then the curtained landscape is revealed lying still and satisfied under the night. In troops, in squadrons, in battalions, a marching army of light appears, and the wide expanse surrenders to the raiding myriads of illumination. Almost in a moment Mars, hanging bright and defiant in the low west, draws his curtains and subsides, yielding to the coming god of day. The lesser stars are before retired, the heavens above are bright with sun-rays, which fall in rapidly increasing numbers on the surroundings.

It is morning.

Across the river, a full mile away, rise the bluffs in seeming sheer abruptness, the moderate heights sustained by trees whose thick verdure adds to the stern ruggedness of the scene. Winding in and out, the wide river follows its eternal course to the sea, and is not touched by what it has witnessed these many summer mornings. Islands spring up out of the river's bosom, developing in the brighter light into almost territories in some cases, while others are dots on the water. All have low, sloping shores, reaching the water's edge by nearly imperceptible degrees, and the beholder can at first scarcely define the exact line where land gives place to water. Up the river are other islands, and other banks, and other curves of the river's banks. On either hand can be seen the many miles which stretch away up to where once frowned Miami at Meigs, and where are now to be seen the outlines of where Wayne and Harrison and Tecumseh battled. In the distance the steeples of Perrysburg rise triumphant in the very center of a forest of trees, while across the river, Maumee nestles in quiet and peace.

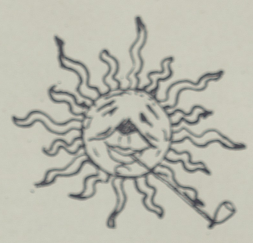
Now comes the first blushing presence of the sun. At first an edge of light, then a full, round orb, and then a ball of fire hangs close to the water's edge far down past Toledo, past the tall column of the water works, past the huge elevators, past the network of bridges, down to the open mouth of the bay. Rising higher and higher, slanting its rays on the under sides of the leaves, which turn coyly up for their morning kiss, covering the dew-laden grass with spangles of diamonds, showing clear between the close branches of the thronging trees, covering the vine-clad hills with a deep purple, or a high rich gold, the sun creeps steadily toward the zenith.

The ravines still show dark and shadowy; here and there a sunflower from their bottoms, turns its yellow face toward the sun, which is yet hidden behind the embankment; the sloping banks reach down to the edge of the waters where, just away from the shore, the trees look down at themselves mirrored in the water below, where are such presentations as might defy human skill to depict. From hillpoint to hillpoint the sun touches the trees and hillsides with gold; back from the river-front lie fields of garnered or ripened grain; the corn fields stretch across wide-furrowed tracts; the oats stand green and vigorous; the vines festoon the frames, and the flowers of nature, the marigold, the purple thistle, the motherwort, the yellow ox-eyed daisy and their fellows dot again the landscape, while the voices of singing birds ring from bush and tree top, and the slow-moving kine give added picturesqueness to the surroundings. The road sweeps down past farm home and cottage, the tents of camping city folk show white, or red and yellow, amid the trees, the row-boats flash their oars in the shimmering water, and mayhap a puffing steamer crowds past idle yacht, the latter's sails flapping lazily in the morning breeze.

The sun rises higher yet. The country glows resplendent in the sunlight, and each bush and brush and shrub and tree is bathed in the golden rays. The rich green of the water lilies float on the undisturbed water, the willows kiss the almost imperceptible waves at other points, the islands smile again at the scene, and the Maumee creeps slowly, placidly down to the lake.

The summer sunrise is completed; the sun blazes high in the heavens and the pastoral scene is still inviting but its fresh coolness is gone. No need to visit famous Hudson; little requirement to seek famed Venice for clear blue sky overhanging tinted green banks and clear water. Toledo hath charms for who will seek, and who seeks finds ample recompense.

TIDNOC.





The Story of Cottonwood Spring.

In every age the place at which living waters welled out of the bosom of the earth has exerted a power of fascination upon the mind and fancy of the human race, whether in the rich, flower-filled valleys, or in the wild scenery of mountain solitudes. A strange, mysterious charm haunts the spot where the clear crystal of the spring starts to light from the hidden recesses of the earth. That this experience is no special property of our modern subjective age, is shown by the stories of the old world, where every spring had its kindly guardian nymph, where echo haunted the rocky grottoes of its source and friendly genii watched over the sacred waters. There is a deep pathetic charm which lingers still within the human heart and finds expression in the songs of many of our modern poets.

America can produce no more picturesque scenery than the combination of natural views along the Maumee river; every height verdure crowned; every slope bringing down to the water's edge the perfume of leaf and flower. There are no such far-reaching sycamores, giant oaks, graceful elms, richer land and no greater variety of flowers anywhere. Tradition has preserved many interesting stories connected with the Maumee Valley, but none are so strangely fascinating as the folk-lore tales of Cottonwood Spring.

In the summer of 1817, soon after the signing of the articles of a treaty between the Commissioners of the United States and the various tribes of Indians engaged in the war of '12, four soldiers, under the leadership of a young lieutenant, left Fort Industry (corner of Summit and Monroe streets) for a cruise up the river. With the restoration of peace, a friendly intercourse existed between the whites and Indians, the latter greeting the explorers with signs of courtesy. It was evening when they arrived at or near the foot of the Rapids Following the still water along the left bank, they soon came to an island covered with cottonwood trees, whose tall, heavy branches, with silvery trembling leaves, loomed above the thick shrubbery. While leisurely rowing under the high bank bordering the island, they were suddenly greeted by hundreds of birds, fluttering over and around their heads and circling over a dark inclosure under the cottonwoods. The air was filled with their amorous trills, strange murmurings came from the recesses of the wooded glen. As the men approached nearer, the birds became bolder, congregating about a natural arched opening, some darting savagely toward the intruders. This seemed to them a strange procedure and they looked wonderingly at each other, astonished at this encounter. It was evident that they were guarding something of more than ordinary importance. Getting under cover and while the men were holding a whispered conversation, two old Indian chiefs, of different tribes, who were more friendly than was the custom of these savages, suddenly came out from the thick foliage. Arm in arm, they walked toward the hills. Many incidents of similar nature happened within the next half hour, and while the sun gradually deepened the color upon the green island and left the sky tender with its radiance, the soldiers, notwithstanding their familiarity with Indian warfare, and who thought they understood something about wigwam life, still what passed before their vision during the closing sunset hour was of a nature to excite astonishment.



Photo by McKecknie & Oswald.

FORT MIAMI FROM THE RIVER.

Chiefs whom they knew had been at war with each other were seen to visit this spot, remain but a short time and depart in the most affectionate moods. The pale, the weak, the young, the old; warriors from the late battles, with trophies dangling from their wampum belts, were seen to come and go. From the timber came an aged woman, leading a dusky maiden, and by their wild gestures and loud talk there was some serious trouble between them. A short distance in the rear came an old chief, bringing a tall young man .and it seemed much against his will. They met near the entrance of this mysterious place. Savage looks, angry words passed between them; finally the chief and squaw left in silence, each going a different direction. The two quarreling lovers, for that they proved to be, walked single file into the opening. All nature was silent, except mating, cooing birds, which occasionally broke the evening stillness. In a few moments the happy couple came tripping lightly from the inclosure, singing and dancing as they passed over the meadow to the hillside camp, where they were met by hundreds of Indians, who received them with the greatest affection.

Who was concealed in this natural bower of evergreens that could produce such wonderful transformation upon the mind? What power swayed such telling influence upon these untutored savages? Why should the birds of the air guard this secluded spot? These were questions the soldiers concluded to attempt to fathom. While the Indians were dancing and no one seemed to again visit the place, the soldiers left their hiding and shoved their boat into the shallow stream. With arms ready for any unexpected event, they pulled the boat ashore. Cautiously they approached this dark glen. After peeping through the closely entwining vines, and scanning every nook, they turned to each other and silently shook their heads. They could see nothing of such great importance. They listened; a peculiar bubbling sound came from the center of the cove like apartment. The bushes were parted and they entered—the picture stood revealed! The sunset glow flinging his farewell beams softly through the main entrance upon a spring of sparkling water bubbling above the surface, spreading over the white cobble stones and lending new life to the river.

It is a well-known fact to those familiar with aboriginal history that the Indians believed all springs were sent by the Great Spirit as medicine for their people; that the pure, clear water had the same effect upon the mind and body—purity producing purity. The Shawnees, Miamis, Pottawotamies, Wyandottes and Ottawas, with such noted chiefs as Tecumseh, Pontiac, Little Turtle, Baw Beese and Turkey Foot, these tribes, who were always recognized as being the most intelligent and leading spirits of their race, believed that the water from live springs had an immediate healing effect, and among all the numerous springs, dotted here and there along the Maumee Valley, from its source to the bay, none had such a wide reputation among the Indians as Cottonwood Spring. The four soldiers who first discovered this great secret alone known by the Indians, and studiously concealed by them for their own use, after being satisfied that the mystery which surrounded the spot was the spring alone, began to drink, first in small quantities, increasing as it became agreeable to the taste, until it had the effect of producing an unquenchable desire to drink, drink, drink, when a subtle, irresistible influence imparted to them a magical effect. At first they became frightened at its wonderful power, but it soon left a pleasing sensation, the mind became clearer, they felt more friendly toward each other, a mutual liking and personal regard sprung between them, a feeling that moves persons to seek each other's friendship, until vows were exchanged that they would befriend each other through life and to keep forever as a secret what they had discovered.



THE FAMOUS COTTONWOOD SPRING.

Photo by McKecknie & Oswald.

They certainly left the spot better men, as hundreds have done since. From 1817 to 1838, the spring swayed an unrelenting influence over the destiny of those who partook of its waters. The Indians never revealed to the whites the secret of its power. The spring was partially guarded, the wild vines trimmed closely about it until in June, 1838, when the last remnant of the tribes were gathered together, preparatory to their leaving forever the Maumee Valley for a trip across the plains and by steamer down the Ohio to their new home on the Neosho river. It was then that all the tribes within the Western Reserve boundary held a farewell powwow over the spring. The little island was covered with their personal effects, and every available vessel was filled with water from this spring, to be carried to their new hunting grounds. Women and children were sprinkled with it, and, after a long counsel, lasting through a night, many of the most noted Indians, relatives of the famous chiefs, were selected to remain along the Maumee Valley to guard and keep sacred this spring, to see "that its waters had a rapid running flow" and "to live and die within its bubbling sound." We are informed by the interpreter for the Government, who is alive to-day and was present at this gathering of the tribes, preparatory to their departure for other hunting grounds, that "of all the sad incidents he had experienced through many unhappy scenes, none affected him so much as the final departure of these Indians after the last counsel on Cottonwood Island, and it had left a life-time effect."

Three years later, in 1841, the effect of the woodman's ax was visible in the clearings and openings in the forest, improved roadways, towns, among them "The Orleans of the North" (located between Perrysburg and Ft. Meigs), Miami, Maumee and Perrysburg with fair houses, began to show the rapid advance of civilization. Passenger steamers increased upon the lake, bay and river, bringing merchandise and exporting furs, fish, etc. The few Indians remaining were silent, but happy in the thought that they were permitted to live and die in a valley so greatly beloved by their race

In August of the same year the steamer General Wayne arrived at Perrysburg, with passengers and freight from Cleveland and the East. Among those who registered at The Exchange (the registers from 1831 to 1848 are still in possession of The Exchange and contain many interesting pages) were a distinguished gentleman and his daughter, her beauty and loveliness attracting general attention. After supper they started for a walk toward Fort Meigs, when, within a short distance of the fort, two soldiers, the two of the four who had discovered the secret Cottonwood Spring, passed them, and one, the lieutenant, recognized the lady. His face flushed, but aside from a little embarrassment, began an earnest conversation, from which it was revealed that she lived in Buffalo and at one time was engaged to this lieutenant, but for some cause on the day of the wedding disappeared from the town. To hide his shame and disgrace, he enlisted in the army and proved to be a brave and worthy soldier. He heard nothing of her until this meeting, which was purely accidental. While she seemed friendly and conversed freely, she offered no explanation for her strange conduct, and tremblingly held to her father's arm, urging him away. The lieutenant believed that she had broken the engagement and disappeared at her own free will, and that while they were now as strangers to each other, he felt that he was entitled to an interview, and, if possible, a reinstatement; but how to accomplish this puzzled the two soldiers. Learning that the young lady was to remain a day or two, while her father went into the interior, they laid plans for the proposed interview. This accomplished, they were to take her in a row boat to test the qualities of the Cottonwood Spring.

Late in the afternoon, the lieutenant informed his comrade that he had succeeded in getting the young lady to consent to accompany them in a boat ride to the Rapids. Just as the sun began to disappear beneath the long line of heavy forestry, true to her promise, she met the officer. Entering the boat, they followed the eastern bank until opposite Cottonwood Island. They shored the boat, and before approaching near the spring, he succeeded in getting a satisfactory explanation of her ill-treatment, but further than that she seemed cold and indifferent, notwithstanding she listened to the story that his lips had so often told, words of passionate devotion. The birds were silent and scarcely a leaf stirred in all the surrounding thick foliage. Full of confidence and having faith in the properties of the spring, the young lieutenant led the way and his companion saw them enter the dark inclosure, drink of the pure water again and again. He saw the lady's countenance change from that of sternness to the purest and loveliest picture mortal ever gazed upon. As the twilight deepened, a shadow appeared about the spring, as if nature had closed all from view. An hour passed and yet they did not return; the soldiers becoming restless and uneasy, walked to the spring, peeped through the vines, but saw no one. The bubbling spring had the same merry sound. No one was in sight, no reply to their continued calls. At midnight he returned to the village, only to learn that no one had seen or heard of the young lieutenant or the fair lady. At daybreak search began in earnest. The island and all the surrounding country was searched. The thick foliage about the spring was torn away, leaving the open space bare, with clear water bubbling above the white cobble stones, as the picture is revealed to-day. No traces of the missing couple could be found, and



CROSSING THE RAPIDS AT COTTONWOOD ISLAND.

Photo by M. A. Martin, Toledo Camera Club.

So runs the story mortals know,
Here nature gently draws the veil;
The birds alone that linger there
Can read the sequel of the tale."

J. E. GUNCKEL.



OTTAWA RIVER NEAR NEW KETCHAM PARK.

The Maumee by Moonlight.

In nearly every city of the land it is the custom to select the most attractive and meritorious section of the municipality and call attention to that particular advantage. With Toledo, the case has been different. Content to assume that the term "Future Great" was sufficient to warrant highest encomiums, the people of this city have for years passed by the beauties which lie along the river banks from Grand Rapids to Manhattan. Detroit, Cleveland, Cincinnati, Minneapolis; all the cities might in turn be named as having seized upon their salient feature and made the most of it. Toledo has been alone in ignoring her natural beautiful surroundings, and content to rest her laurels on her natural advantages.

And still at her very doors, within a stone's throw of her gates, are such picturesque bits of scenery as might make any city of the land jealous, or, having, would be exploited by print and picture and song from end to end of the country.

Any who have taken the drive to Maumee and return by Perrysburg, by daylight, are aware of what is to be seen, but some who have made the drive going or coming, by moonlight, have had a more delightful experience. There are nooks and corners; islands and green banks, shaded in the moon rays; wood and copse, thicket and ravine, tree-clad banks and sweeping hillsides, sinking into dells, quiet and cozy, which make the night ride one long to be remembered. Leaving the city, after passing the water works, the tourist passes along the very banks of the river, hanging many feet above the placid water beneath, and follows the historic roadway over hill and dale and on the smooth stone road, where the horses' feet give again flashes of fire, as the iron hoofs strike the flinty surface.

Up past hidden farm-house, along by golden fields of grain, or long rows of clinging vines, laden with the tender green promise, where later shall cluster full complement of soft, velvet-tinged fruit as the autumn draws on; by the waving meadows, high with succulent grass, where the heavy-breathing kine are feeding somonolently, the course still holds the wide expanse of river at the left, at times peeping out in white, Lunar garb.

Again, fields of grain on the right, or shyly passing from sight as wood-curtain shuts it in.

Overhead the night-sun shines down and floods the valley, as the silent, moving body of water, with glory. On the still bosom of the wide current go panting steamships, puffing and snorting, or idle, lazy yachts, their gull-like sails bending and yielding in the slight breeze which tosses the tree branches gently, and fills and abandons the sails with indolent pressure. Here a great island, brought to view by a sudden bend in the sinuous, verging road, looms up as of double size because of the half-shadows, half-lights, and then is passed and gone. It might be a floating world of small dimensions, from the manner in which it apparently drifts by. It is followed by other islets, smaller and larger, all crowned with verdure, some professing trees of seemly hight and graceful limbs reaching out into the cold moonlight with supplication manifested. Limbs that are presented clean cut against the shadow-laden water, and which are at times supplemented by the entires silhouette of the trunk. Cattle are here, too, and the rolling water touches nigh to their feet as they graze, or at their noses as they lie resting or dreaming?

The stars blink dimly, overcome by the superior effulgence of the moon, but shine with what vigor they may, and set the heavens above in glory.

The road passes through dense woods at times, and the trees cross the roadway above, while at the sides dark shadows shut in the landscape. Farther come the broken defiles down which, at some remote day, the roaring waters came when the deluge of ice lay on the land, and when the Maumee was frozen in the grasp of the glacier age. Huge boulders are along the sides of the gulches, and the road often perches high above the narrow bottom, where now a tiny rivulet seeks, with amorous gurgle and leaping haste, the great waters at hand.

Again, fields of grain on the right, interspered with park-like group of woodland, and on the left the ceaseless tide of the wide river flowing restfully down to the sea. Across the water's face on the hither shore rise other bluffs, not ragged and scrawny, but gently descending to the patient stream below in rich presence of bush and tree. Glimmering lights from isolated home shine out into the night, and retreat before the moon-rays, and are gone.

At a point near the Half-way house, the drive reaches a place where there is a full view of the bay, looking down toward the lake. Here rises across the water and behind the visitor at the left and right, dark mountain of shadow, where the tree-crowned bluffs stand guard over the sleeping waters. Dark lines run athwart the sky and melt away into darker shadows. Islands, lying sleeping in the moonlight, are grown smaller, and betray their presence but by the darker surroundings and increased blackness. The water shimmers in gentle ripples as the pulse of the stream throbs and beats, or as row, sail or steam boat disturb its placid current.

Broad, wide, embowered, lies the river here for miles, nearly attaining the dignity of a bay, while overhead rides the white moon, in her setting of blazing stars, and the individual who has essayed this romantic, attractive, rustic, pastoral scene by moonlight, returns to the hum and toil of bustling city life, impressed with the fact that Toledo holds in her up-river environs a rarely beautiful and delightful situation. It should make the city famous, should that portion of Toledo which lies in the wide expanse of the historic, bending, sweeping Maumee Valley, and once seen of a summer night, with the harvest moon hanging tenderly above, it will forever justify the beholder in warm praise and enthusiastic encomium.

C. C. P.



SCENE ON THE NEW PARK SITE.



Photo by McKecknie & Oswald. HOME OF THE TOLEDO CLUB. *D. L. Stine, Architect.*

The above handsome illustration of one of the handsomest club homes and buildings in the country anywhere, is a just pride to Toledo as a city, and a credit to the famous social entertainers comprising the membership of The Toledo Club. The publishers of the SUNDAY JOURNAL take no little pride in being able to place so handsome a reproduction of this exceedingly beautiful building before the readers of our "Midsummer Edition" at this time. The effort was an expensive one as all who have a just conception of the cost of this class of work well know, but we believe it will be fully appreciated.

The present building is comparatively a new home of the Club, having been occupied by them but a year ago. In its construction it represents the highest degree of architectural art of the age, the work of the rising young architect, D. L. Stine, whose genius has brought out the designs for many of Toledo's handsomest modern residences and public buildings. The building is of Portage entry red sandstone, taken from the quarries in the vicinity of the Portage river, in the Lake Superior regions. The exterior of the building, besides handsome architecture, produces an effect of softness and richness not equalled by that of any building in the country, prominent architects and builders say.

The building proper has a Madison street frontage of sixty feet and a Huron street frontage of one hundred and four feet, the engraving herewith giving a view of both very correctly, even to detail.

In interior furnishings the board of directors of the Club showed no parsimonious ideas, even the minutest details being looked after with a correct idea of the requirements of the Club as well as the luxuries, with a lavish purse and a combination of artistic ideas seldom met with among busy business men such as composed the furnishing committee, whose time is always in demand and at a premium in the conduct of their own affairs. And in this connection it is but simple justice to one of the busiest men in Toledo to lay the burden of credit for the conception, construction, completion and furnishing of this grand and beautiful social temple at the door of Mr. Jno. B. Ketcham 2nd, he having devoted no end of his valuable time, his energy and his money to the completion of the new Club building. "Poetic justice," is what would seem to be a just and proper appreciation of Mr. Ketcham's efforts by the club, and this he received in being elected The Toledo Club's President at the organization in 1889, a position he has been honored with at each annual election since that time and which he is still filling most acceptably, a monument to his desire to provide for the city of his nativity and his home a suitable club home where social hospitalities may be fittingly dispensed.

In connection with Mr. Ketcham's position as president, it is but fair to say that he is most ably assisted by Vice President Charles L. Reynolds, whose interest in The Toledo Club is well known, but not less than that manifested by Treasurer D. V. R. Manly and Secretary W. L. Hoyt. The interest in this handsome club building is not likely to lag so long as there remains in the directory to guard its destiny such enthusiastic club supporters and conservative business men as the above, and Geo. W. Davis, Fred J. Reynolds, N. H. Swayne, A. L. Spitzer, J. Frank Zahm and E. L. Southworth.



SCENE ON OTTAWA RIVER—NEW PARK SITE.



SCENE IN THE COMMISSIONER'S NEW PARK PURCHASE.

PADDOCK, HODGE & COMPANY.

For more than fifty years Toledo has been recognized as a relatively important market for the grain of the immediately surrounding territory. And for fully half that time her superiority as a center for the collection and distribution of the cereal products of the great central Mississippi valley has been acknowledged to be not only relative but absolute. During all the intervening time the improvement in the facilities and conveniences for receiving, storing and shipping grain has been steadily going forward till progress has seemingly reached its culmination in the step taken at the beginning of the present year by the enterprising firm of Paddock, Hodge & Co., who rank among the leaders in the list of Toledo's substantial dealers in the great food product. How great has been the advancement, how wide the gap between the crude beginnings of the early days and the finished achievements of such a firm as the one we have named, can scarcely be realized without a retrospective glance at the methods and business of the pioneers. The prototype of the existing magnificent elevator facilities of Toledo was a two-story warehouse, built entirely of logs, and standing near the site of what is known as the Merchants' bank building, on the corner of Summit and Monroe streets. The date of its erection is lost to history—all that is known is that it was standing in 1817, at which time certain grim features of its construction gave evidence tnat it had been made available for defensive purposes during the war of 1812, which had closed only two years before. In place of the unsightly fortress of hewn logs, Toledo now has 12 elevators, 10 of which are connected with her railroads and two with her system of canals. These range in size from 100,000 to 1,700,000 bushels, have a total storage capacity of 7,258,000 bushels, and facilities for the daily receipt and shipment of 1,240,000 bushels. To fill these, 19 railroads, with their 11,000 miles of track, tap the surrounding territory in every direction, and her two canal systems are important feeders. It is believed that the first shipment of grain from Toledo to an eastern market was made in 1827, and consisted of an enormous cargo of *three hundred bushels* of wheat, raised that season on the farm of Coleman I. Keeler, Sr., now intersected by Collingwood avenue. The shipment was made by John Holiister, of Perrysburg, first to Buffalo, and, failing to effect a sale, afterward to Dunkirk, where it brought 43½ cents per bushel. History does not record, but it is safe to assume that this venturesome cargo went forward in one of the various small schooners which at that time served as Toledo's only eastern outlet—the "Happy Return," of 12 tons burden; the "Miami," of 15 tons, or, possibly, that larger and abler craft, the "Lady Washington,' credited with a capacity of 40 tons. That was 65 years ago—and how marked the difference! In January, of the current year, the firm of Paddock, Hodge & Co. marked the beginning of a new era in the history of grain transportation by dispatching from this city a special, solid train of 31 cars of export corn, averaging 900 bushels to the car, a total cargo of 27,900 bushels. This train, the view of which, given above, is from a photograph taken at the time, was consigned to George E. Bartol & Co., Philadelphia, and went forward over the Lake Shore and Reading roads. How many schooners like the "Happy Return" or the "Miami" would be required to move this single shipment, the curious can easily calculate.

It certainly does not seem inappropriate, in chronicling this new departure in the methods of grain shipment, to speak more in detail of the firm which inaugurated it. The firm of Paddock, Hodge & Co. was organized in June, 1890, and at once assumed an influential place in the grain circles of the city. The membership includes Mr. F O. Paddock, formerly of Pana, Ill.; Mr. James Hodge, formerly of Hallaran & Co., and Mr. J. H. Bowman, for a number of years a member of the well-known firm of Reynolds Bros. This combination of capital, wide experience and business sagacity has proved a fortunate one, as is clearly shown by the records of the resulting transactions. It is perhaps betraying no confidence to state that, for the year ending July 31, 1892, the firm of Paddock, Hodge & Co. received, at their different elevators, over *eight million bushels* of actual grain. This, it should be explained, includes both corn and wheat, the firm handling both staples, as the market may require. Where does it all grow? Ask any one of the nine men who are constantly canvassing the great middle West to fill the elevators and supply the orders received by the firm. Three of these are occupied in the territory beyond the Mississippi river, and the others between its eastern bank and Toledo, gathering information regarding the grain in store throughout the country, watching the growing crops, noting the feeling among the growers, while the house at home keeps ever an alert finger on the pulse that beats out the markets of the world. Such a firm, with its unexcelled facilities for a thorough understanding of the conditions of supply and demand, is not only a judicious and intelligent seller, but a courageous and liberal buyer, always able and willing to pay the best price that the market affords, because it always knows what the market is. The information which such a house as Paddock, Hodge & Co. gathers from so extended an area, and from the extremest points of growth and consumption, it dispenses freely and without charge to its customers, more than 1,200 of whom are in daily receipt of its circulars and prices current.

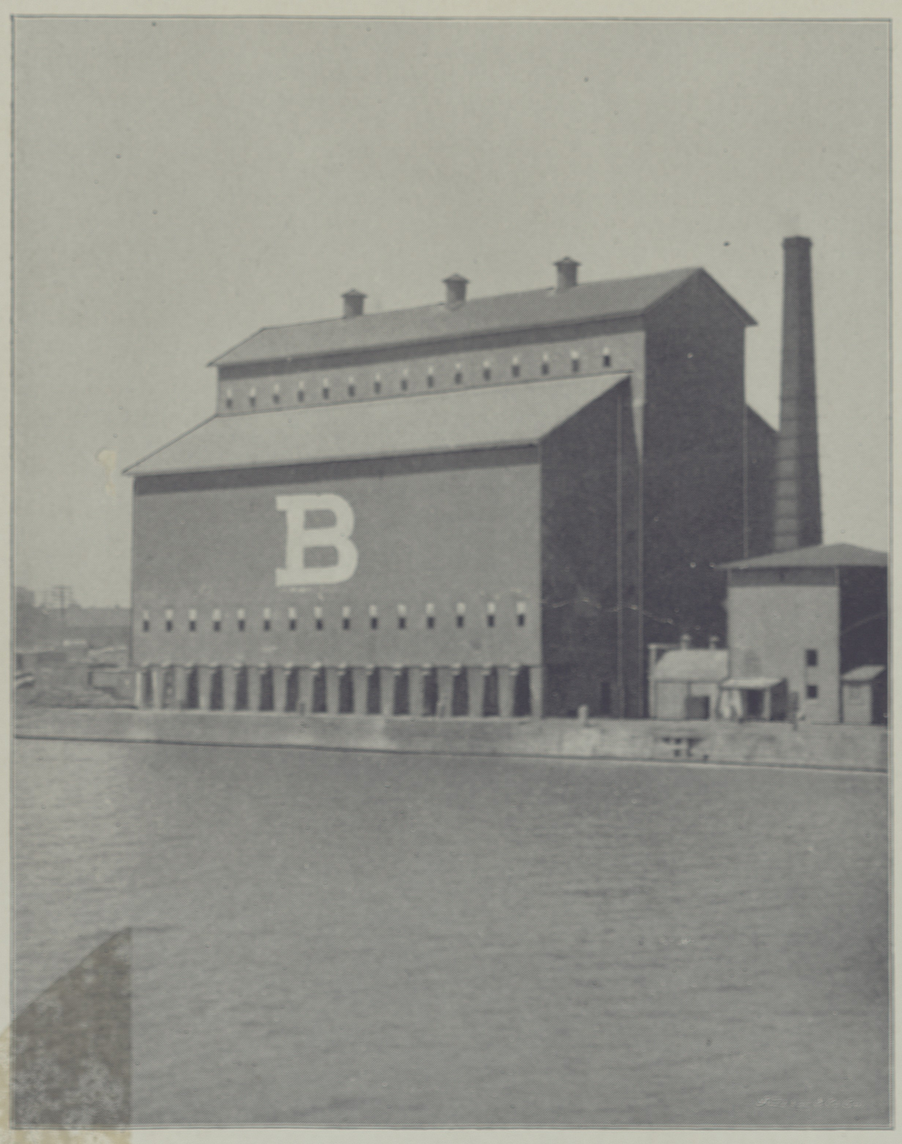
The firm operate in Toledo the Lake Shore and Michigan Southern "Elevator B" and what is known as the "Toledo" elevator, the two having a total capacity of 700,000 bushels, and constituting the terminal facilities of the great "Clover Leaf" route. In addition, they also own and operate elevators at 18 interior points, in which the grain purchased in the surrounding territory is collected for shipment. They also keep one line of steamers constantly employed in forwarding grain by the lake route to the East, and have representatives in New York, Philadelphia, Boston and Montreal, who look after their eastern trade, which is composed largely of export orders from the cities named.



Photo by Van Loo & Trost. "CLOVER LEAF" ELEVATOR, TOLEDO ELEVATOR CO, LEASED BY PADDOCK, HODGE & CO.



Photo by Van Loo & Trost. THE FIRST SOLID TRAIN OF CORN EVER SHIPPED ACROSS THE UNITED STATES.



LAKE SHORE ELEVATOR "B," LEASED BY PADDOCK, HODGE & CO.
Photo by McKecknie & Oswald.

Manhattan Mills, Toledo, O. Property of The Northwestern Elevator & Mill Co.



1—Office Building. 2—View of Mills with Cooper Shop in foreground. 3—View of Manhattan Mills, Power House and Warehouse. Photos by Van Loo & Trost.

The Northwestern Elevator & Mill Company—mills at Toledo, Mt. Vernon and Loudonville, Ohio—with general offices at the Manhattan Mills, west side Maumee river, Toledo. The group of mill illustrations shown on this page are the Manhattan Mills of this company, occupying about ten acres of area, with a river frontage of three hundred and fifty-three and one half feet. The mill proper, the center of the group, is of brick, four stories and basement in height, seventy-two by one hundred feet, with a wing twenty by forty, and warehouse with a storage capacity of five thousand barrels of flour, or twenty thousand bushels of wheat. The two cooper shops employ twenty-five men daily in the making of barrels used in marketing their flour. The office, which is mostly hidden by the foliage of beautiful oaks surrounding it, is a neat two-story structure, admirably adapted for office purposes. The Manhattan Mill property was bought in 1874 by Mr. A. A. Taylor, father of the present President and General Manager. In 1886 The Northwestern Elevator & Mill Company was incorporated, with the present officers in continuous management since that time. Mr. Thos. A. Taylor, after graduating at Rochester in 1876, took the management of the Manhattan Mills. In 1886, on the death of his father, he became President and General Manager of The Northwestern Elevator & Mill Company, which covers the properties at Toledo, Mt. Vernon and Loudonville, O.

Mr. Frank H. Tanner, Treasurer and Assistant General Manager, is Toledo born, graduating from Toledo's High School in 1875, going into the employ of A. A. Taylor in January, 1877, and being elected to his present position on the incorporation of the company. Mr. Tanner takes a deep interest in whatever pertains to the welfare of the company, and has served with signal ability for two years on the School Board of this city, one year as its Treasurer.

The Northwestern Elevator & Mill Company give special attention to high grades of flour, their brands being Taylor's Patent, Fancy, Diadem, Best, Peerless, Choice and Southern Belle, looking to Ohio, Michigan and Indiana as the best wheat-raising states, and accepting only wheat raised on such territory as produces the best wheat in the states mentioned, marketing their product in the New England and the Eastern states, and also Great Britain and the Continent.

DUCK HUNTING SCENE IN MARSHES AT HEAD OF LAKE ERIE REPRESENTING DR. F. P. WILSON WITH HUNTER'S OUTFIT.



Photo by McKecknie & Oswald.

The territory at the head of Lake Erie bordering on the Maumee bay has been from time immemorial a hunters' paradise. The first white men who came into its almost inaccessible forests found them filled with deer and bear, with many lesser wild animals, the waters of the bay and lake teeming with fish, and upon their surface innumerable varieties of water-fowl. The deer and bear have long since disappeared, but not even the gradual settlement of the country has driven out the lesser game or spoiled the anglers' sport, while the splendid shooting of the marshes which line the Maumee bay every year allures the hunter from points both near and remote. Under these circumstances, it is quite natural that Toledo should contain a great many business and professional men who find their most enjoyable recreation in handling the rod and the gun. The scene which our illustration depicts is located on the Maumee bay, and will be recognized by every local devotee of out-door sport, to whom it will recall many a happy day a-field or on the water—days always thoroughly delightful, even though the fish did not always rise or the ducks settle to the decoys. The figure will be recognized by all his friends as the genial and enthusiastic sportsman, Dr. F. P. Wilson, whose prowess as a successful hunter and an unerring shot is known to all the ducks at the head of Lake Erie. The scene is not a figurative one, but was photographed on the spot by J. W. Oswald, one of the enthusiastic duck hunters of the city. The picture represents the Doctor with his favorite hammerless, which, with the owner to guide it, is as effective as Dr. Wilson's practice, surrounded by the result of a morning's marsh shooting in October.



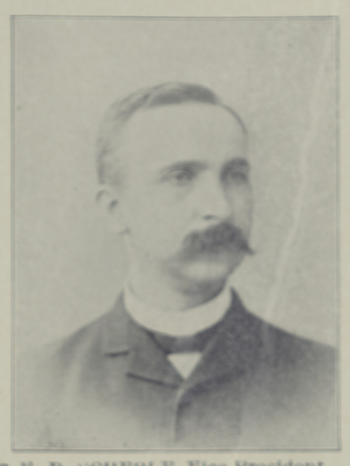
BRIDGE OVER OTTAWA RIVER, PROPOSED PARK SITE.

ESTABLISHED 1873. GEO. H. FISHER, President. E. D. SCHEBLE, Vice Prest. J. F. VOGEL, Sec'y and Treas. P. GENDRON, Supt. INCORPORATED 1880.

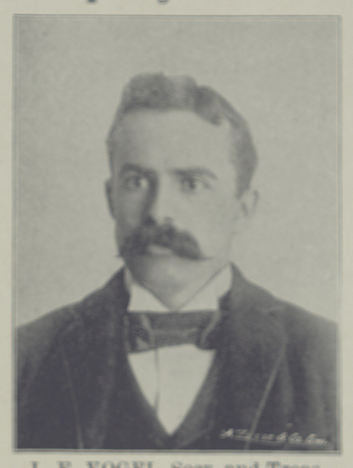
Gendron Iron Wheel Company.



GEO. H. FISHER, President.



E. D. SCHEBLE, Vice President.



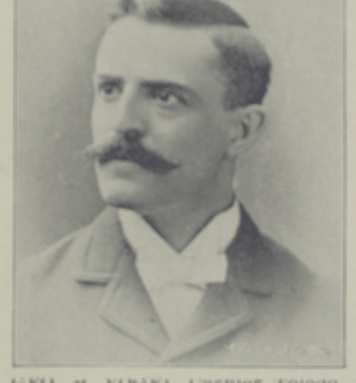
J. F. VOGEL, Secy. and Treas.



P. GENDRON, Supt.



ALBERT GETZ,
Mngr. New York Office.



GEO. M. VOGEL, Cashier, Toledo.



L. H. KELLOGG,
Mngr. Chicago Office.

THIS IS WHERE

——THE——

GENDRON CYCLES

Are made.

They are

SAFE,
STRONG, and
SERVICEABLE.

Military Companies are using them in preference to others.

IT'S THE LEADING WHEEL OF THE WORLD.



VIEW OF FACTORY AT TOLEDO, OHIO.

We also Manufacture

BICYCLES,

TRICYLES,

VELOCIPEDES,

GOAT SULKIES,

TOY BARROWS,

BABY CARRIAGES,

EXPRESS WAGONS,

DOLL CABS,

REED FURNITURE,

BAMBOO NOVELTIES.



TOLEDO CADETS. O.N.G.
GENDRON CYCLES. TOLEDO, O.

THE FAMOUS TOLEDO CADETS EQUIPPED WITH GENDRON CYCLES.

Sample Room, Chicago, Ill., 68 and 70 S. Canal St., bet. Madison and Washington St. Factory and Home Office, Toledo, Ohio, 518 to 540 Superior St. Eastern Office and Wareroom, New York, 107 Chambers St. St. Louis Warehouse, Northwest Corner Twenty-second and Scott Avenue.



Photo by Van Loo & Trost.

THE TOLEDO CADETS, O. N. G.

1. Capt. W. V. McMaken. 2. First Lieut. T. F. Watters. 3. Second Lieut. F. I. Howells. 4. Q. M. Sergt. H. J. Middaugh. 5. First Sergt. A. W. S Irvine. 6. Second Sergt. F. K. Quine. 7. Third Sergt. H. H. Goodall. 8. Fourth Sergt E. S Parsons. 9. Fifth Sergt. W. G. Welbon. 10 Color Sergt. C. N. O'Brien. 11. Private H. J. Wylie. 12. First Corp. L. G. Raymer. 13. Second Corp. E. I. Pixley. 14. Third Corp. H. G. Hoag. 15. Fourth Corp. J. C. Mullen. 16 Fifth Corp. O. G. Hohly. 17. Sixth Corp. J. Geleerd. 18. Co. Treas. W. F. Johnston 19. Private G. H. Hattendorf. 20. Private G. Dickinson. 21. Private W. R. Sinclair. 22 Private J. E. Brailey 23 Private C. W. Ehni. 24. Private A. F. Engfer. 25 Private A. J. Lamb. 26. Private L. S. White. 27. Private H. A. Bromley. 28. Seventh Corp. W. C. Ely. 29. Private F. Lindsay. 30. Eighth Corp. W. T. Phillipps 31. Private C. A. Rogers. 32. Private L. K. Tappan 33. Private —. Fisk. 34. Private A. A. Scott. 35. Private J. R. Dyer. 36. Private C. Peckham. 37. Private J. N Schmidt. 38. Private J. W. Nigh. 39. Private —. —. Myers. 40. Private L. J. Spenker. 41. Private C. J. Herroeder. 42 Private R. S Messenger. 43. Private H. H. Adams. 44. Private H. F. Young. 45. Private G. Barchow. 46. Private A. G. Moore. 47. Private —. Souder. 48. Private E. Trowbridge. 49. Private H. Truesdale. 50. Private R. Harroun. 51. Private F. P. Walsh.

The history of our famous and justly-popular military organization, the Toledo Cadets, makes a record of which every citizen may well feel proud. The original company dates back to 1856, when the High School Cadets, afterward the Myers Cadets, marched and countermarched under the fatherly tutelage of the gallant General Hill. But the civil war, with its dread realities, swept away all forms of playing at soldiering, and it was not till 1870 a new High School company was formed, which in the year following was taken up by Capt. J. W. White, whose generous and gratuitous efforts in the military instruction of the company gave him the well-earned title of the "Cadets' Godfather." In 1872, Mr. James W. Myers equipped the company with full regulation uniforms, at his own personal expense, and the name of the "Myers Cadets," which the company then adopted, was retained till the disbanding in 1876. During these four years the Cadets attained a remarkable proficiency in drill, and visited Columbus, Cincinnati, Chicago, Detroit and other cities, where they took a successful part in numerous prize contests, winning second against the Governor's Guards at Chicago in 1875.

The present organization of the Toledo Cadets was effected in November, 1877, with W. V. McMaken as Captain, W. R. Worts as First Lieutenant, and W. H. Cook as First Sergeant. Their first uniforms were secured and their first camp held that summer at Put-in-Bay. In August of this year they won in their first military contest, taking a prize of $50 and the championship of the city at the National Turnfest, held that year in Toledo. In 1879 the company was mustered into the service of the state as an unattached company of the Ohio National Guard, a relation it has continued to hold with honor to this day. From that time onward, the story of the Toledo Cadets has been the story of hard-fought contests, won from stubborn competitors, of brilliant marches and well-nigh perfect military evolutions, and last, but not least, an irreproachable record as soldiers and gentlemen. At Detroit, in June, 1882, the Cadets carried away the first prize against eight other competing companies, subsequently capturing numerous purses in other contests, and in May, 1877, they fairly won, but failed to receive the principal prize in the National prize drill, held at Washington, D. C. At various times the Cadets have been called to the service of the state, notably on the occasion of President Garfield's funeral at Cleveland, and the Cincinnati riots of the spring of 1884. Under all circumstances they have never failed to respond promptly and cheerfully to the call of duty, and should the country ever require their services, they would be given with equal earnestness and zeal.

In June of the present year, the Cadets, at their own expense, fully equipped themselves with bicycles of the latest patterns, the outfit for officers and men requiring 55 wheels, at a cost of $5,000. They have the distinction of being the first and only military organization in the country thus furnished, and in the short time intervening they have made very marked progress in military evolutions on the wheels At the exercises attendant upon the dedication of the World's Fair buildings at Chicago this fall, the Cadets have been invited to accompany the Fourteenth Regiment, O. N. G., and the Cleveland Troop, as escort to the Governor of the state, on which occasion they will take their wheels and give the spectators an illustration of how the military movements of the future are to be accomplished.

Views of Mr. Frank J. Cheney's Residence, Office, Block and Business Headquarters, Toledo, O.



Photo by Van Loo & Trost.

Views of

the private offices

of F. J. Cheney & Co.,

Proprietors Hall's Catarrh Cure,

Cheney Block corner Adams and Thirteenth streets Toledo, O.

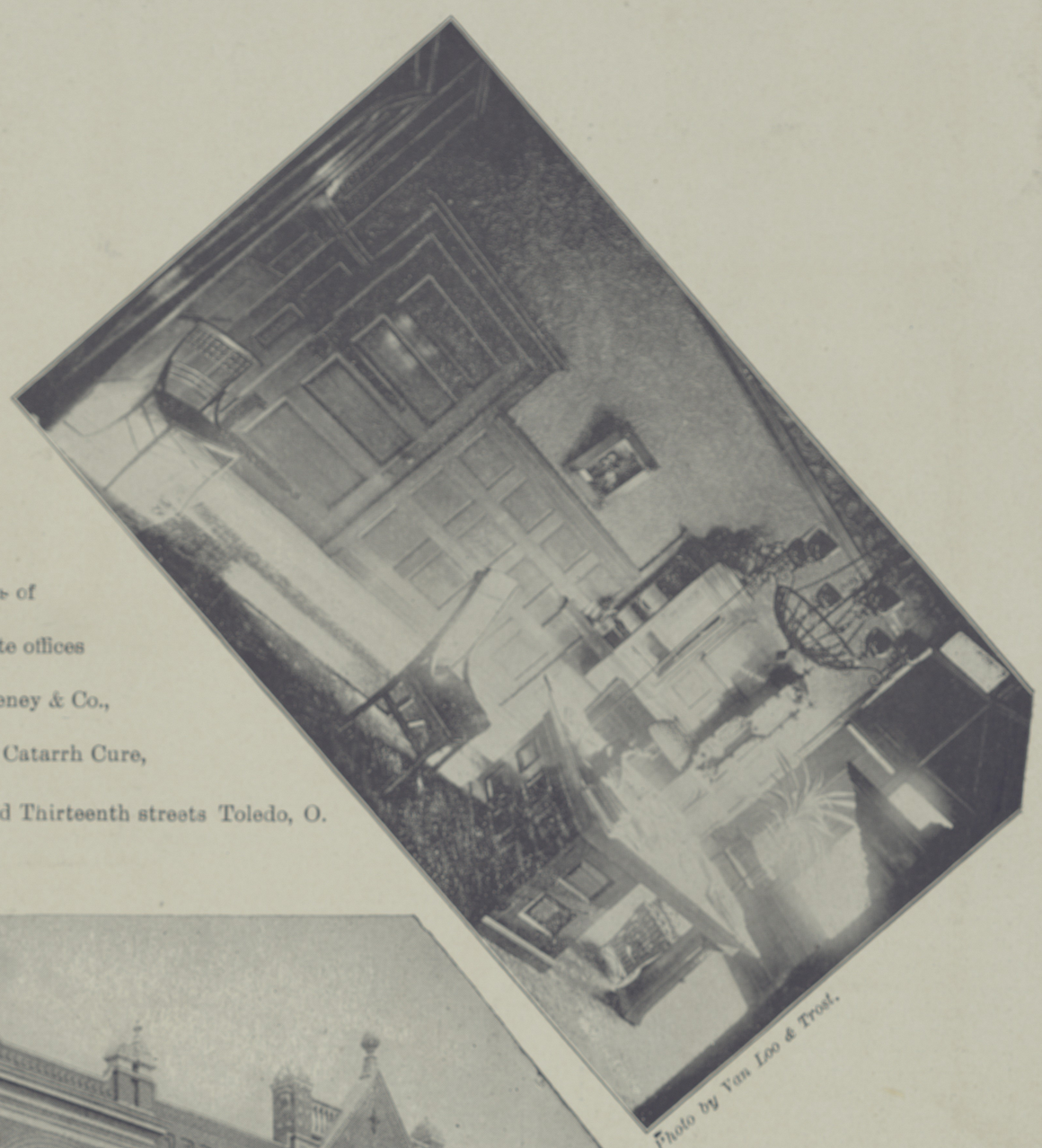


Photo by Van Loo & Trost.



THE CHENEY BLOCK, GENERAL OFFICES AND LABRATORY OF F. J. CHENEY & CO., PROPRIETORS HALL'S CATARRH CURE.
Photo by Van Loo & Trost.

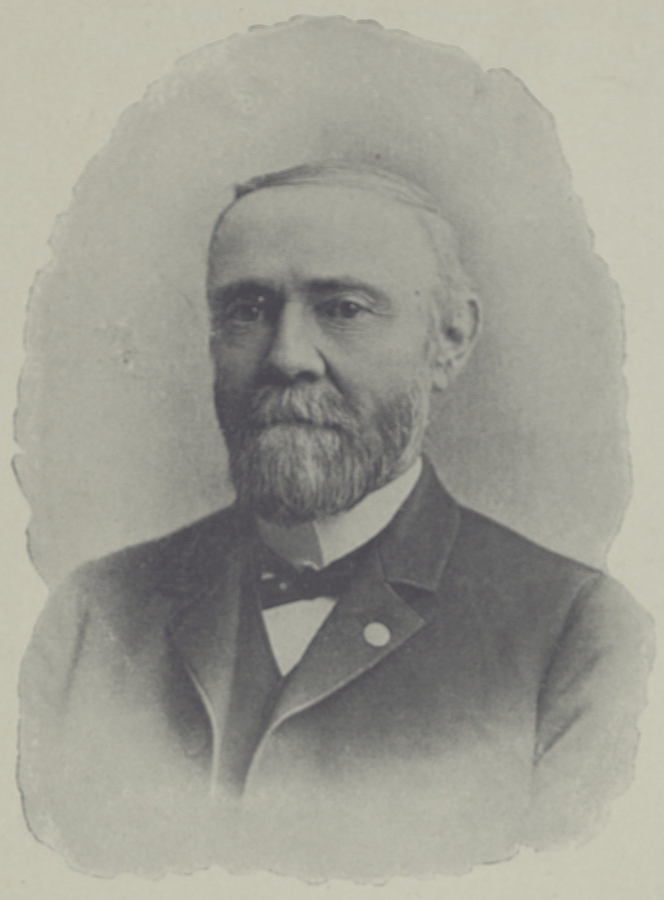


RESIDENCE MR. FRANK J. CHENEY, COR. MADISON AND FIFTEENTH STREETS.
Photo by Van Loo & Trost



ADVERTISING DEPARTMENT F. J. CHENEY & CO., PROPRIETORS HALL'S CATARRH CURE.
Photo by Van Loo & Trost.

13



MR. IRWIN I. MILLARD.

Toledo is especially fortunate in the possession of a large element of sterling citizenship, men of intelligence and culture, who take a deep interest in her welfare, and who, while they do not seek positions of public honor or emolument, are none the less both capable and ready when their services are required in a public capacity. Such a man is the Hon. Irwin I. Millard, at present Probate Judge of Lucas county, and for many years one of Toledo's leading representatives of the legal profession. Mr. Millard was born December 9th, 1838, in Richland county, Ohio, and received such educational opportunities as the pioneer districts of Ohio afforded in those early days. As he grew older he grew more self-reliant, and we find him spending the last few years of his minority and until the war broke out in teaching the young idea in the winters, and pursuing his own education in the summers—a quiet and uneventful era in the history of the country which every boy who lived in the rural districts remembers but to regret. The harsh sound of fraternal warfare made a rude awakening to young Millard, as it did to thousands of other young men throughout the land, and August of 1861 found him a private in Company I, of the 15th Ohio Volunteer Infantry. After some seven months of carrying a musket, he was discharged on account of permanent disability contracted in the service. In March 1863 Mr. Millard came to Toledo, where after one or two years of miscellaneous work, he entered the office of Edward Bissell as a law student, and on his admission to the bar in the spring of 1867, entered into a partnership with that gentleman. As a lawyer, for nearly a quarter of a century he pursued a busy career as a member of one of the largest and most influential legal firms in the city. In the summer of 1890 Mr. Millard was induced by his friends to accept the nomination for Probate Judge on the Republican ticket, and was elected to that office by a handsome majority, and during his incumbency he has succeeded in discharging the duties of that responsible position to the general satisfaction of his constituents, irrespective of party. Judge Millard was married in March, 1863, (but a few days before his coming to Toledo) to Miss Mary C. Kellar of Wellerville, Ohio, and is the father of an interesting family of seven children, three of whom are girls.



RESIDENCE OF MR. ISAAC D. SMEAD, VERMONT AVENUE, TOLEDO, O.



SCENE ADJOINING THE PROPOSED PARK BOULEVARD.

TOLEDO'S CLOVER SEED MARKET.

The Greatest in the World, and Messrs. Chas. Stager & Co., of Toledo, the Largest Dealers in the United States.

It is a fact long since recognized and passed upon as incontrovertible, that Toledo not only leads the United States, but all the cities of the world, as a clover seed market, a feature which gives to this city no little importance. And while this is true, the fact is equally irrefutable that the firm of Charles Stager & Co., (a "half-tone" engraving of whose seed warehouse adorns this page), are, beyond question, the largest handlers of clover seed in this country.

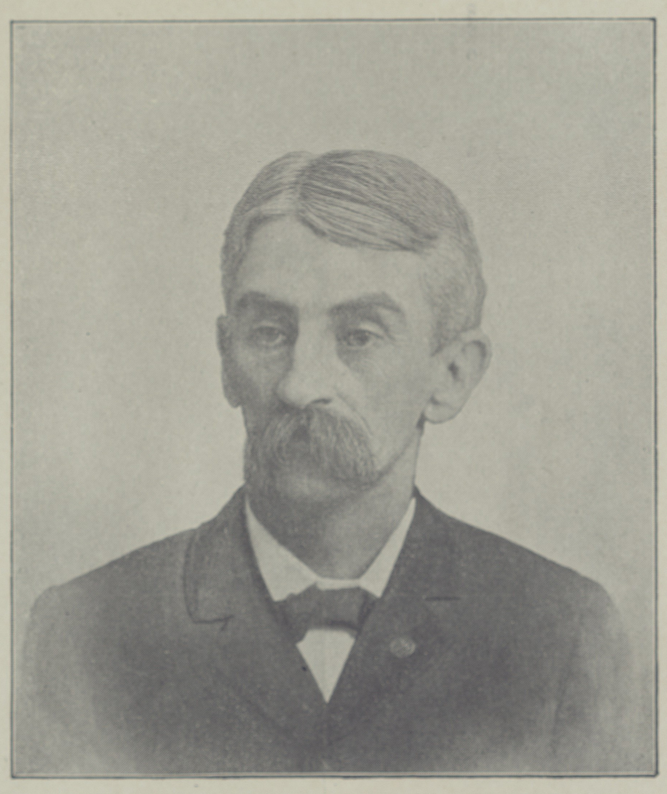
The business of Charles Stager & Co. was founded in 1885 by Mr. Charles Stager, who had previously been engaged in a similar business for a number of years, and who brought to the new enterprise all the knowledge that a long practical experience could provide. The facilities of the firm embrace a four-story and basement seed warehouse, 32x120 feet in dimensions, which is fully equipped with improved appliances for re-cleaning the seeds, and when ready for shipment the various grades may be depended upon as being strictly according to representations.

This firm buys exclusively from merchants, and having prepared and graded their seeds, sell them at wholesale to the trade throughout Europe, Canada and the United States, the export trade being the most important feature of the business. The seeds handled are chiefly clovers, the annual transactions of the house reaching upwards of $1,000,000 in value, and 80,000 bags of seed in quantity. During the Clover Seed season this house carries a very heavy stock of seed of all kinds.

Of Mr. Charles Stager, the head of the house, nothing but praise for his energy can be said, as he is in every sense of the word a "self-made man" and a typical Toledo boy, full of vim, vigor and push, whose efforts have been crowned with victory and business success. Mr. Stager is a prominent member of the Toledo Produce Exchange and is widely and well known as an expert in clover seeds. Personally, he is a genial, courteous and clear-headed business man, and no better proof of his popularity need be mentioned than that he, being a democrat, was elected to the office of Police Commissioner by an overwhelming majority in the spring of 1891, the republican ticket otherwise sweeping the entire field.



CHARLES STAGER'S SEED WAREHOUSE.



FRANK P. WILSON, M. D.

The above portrait represents a gentleman modest in demeanor and retiring in disposition, yet one who has had much to do with the health of the people of Oregon township and East Toledo (now the East Side) since 1866, when he began the practice of medicine on the other side of the river.

And not within the environments of the medical profession has Dr. Wilson always been found, for at the time he emerged from the halls of university and college, carrying under his arm his medical diploma, the patriotism of the young Pennsylvanian asserted itself and he at once enlisted, and after serving a time in the ranks was assigned to the duties of surgeon in his Pennsylvania regiment, where he served faithfully until mustered out at the close of the rebellion. Early in June of 1866 he began his practice in East Toledo, and very soon his native ability, experience and thorough schooling brought him a large practice, and for the last twenty-five years Dr. Wilson has been one of the hardest worked men in the profession.

When Ford Post, No. 14 Department of Ohio, G. A. R., was organized many years ago, Dr. Frank P. Wilson was one of the charter members, and through all these years no Post has had a more brilliant record for charitable, benevolent and patriotic deeds than No. 14, of which he is still an active member.

In the early 70's Dr. Wilson was, much against his desires, elected by his friends and neighbors to the office of city councilman, serving there with credit to himself and his constituents for two years, when he was chosen for member of the Board of Education, serving two years. It is not discreditable to his successors to say that no man from the East Side ever represented it in the latter board with more of dignity and credit than he.

Almost from the very formation of the office of Board of Pension Examiners, Dr. Wilson has been a member for this district, serving with honor and fidelity through various political administrations. At present there is a board with headquarters on the East Side, of which Dr. Wilson is a member and the secretary.

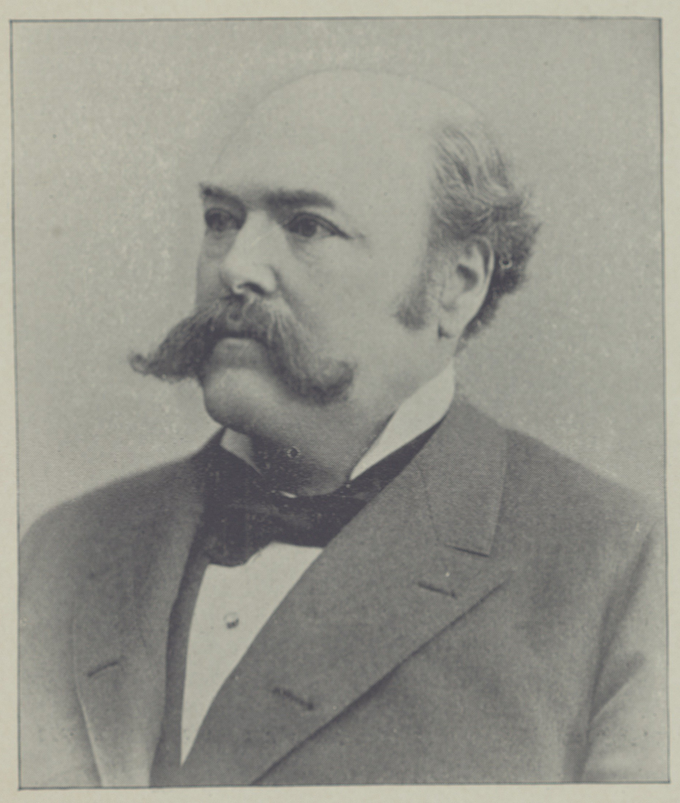
Dr. Frank P. Wilson was born in Lewisburg, Union county, Pa., in 1841, and after finishing a course of study at the University at that place entered Princeton college. Graduating from there he went to the University of Pennsylvania at Philadelphia, from the medical part of which he graduated in the class of 1862.

Dr. Wilson has an interesting family and his home is always open to his friends, not one of whom he was ever known to desert. His library contains all the late works issued in the interests of the medical profession, and he is a close student and consequently successful practitioner.

14



MR. A. G. CLARK'S NEW BLOCK, COR. HURON AND ASH STS.
Photo by Van Loo & Trost.



HON. CHAS. P. GRIFFIN.

Charles P. Griffin, capitalist and dealer in real estate, is a native of the Buckeye state, having been born in Kipton, Lorraine county, Sept. 3, 1842. His parents, Robert W. and Harriet Beach Griffin, gave him such advantages as the public schools of the community then afforded, but these did not suffice for young Griffin, who soon found his way to Oberlin college, where he maintained himself by teaching school during the winter months. At the age of twenty-two he became a teacher in a flourishing business college in Oberlin, and in less than a year after, its principal. The year following, in connection with his partner, he established at Hillsdale, Mich., an extensive business college, which he superintended and conducted in connecti n with the college at Oberlin till 1868, when he came to Toledo and engaged in the real estate and insurance busi ness. From 1879 to 1883, Mr. Griffin served as the general manager of the National Life Insurance Company of the United States, returning in the latter year to Toledo, where his large and increasing interests required his personal attention. Mr. Griffin's wide activity in the affairs of the city led his friends to solicit him to become a candidate for the State Legislature, and the result was his election to the 68th General Assemb y by a decisive majority, and he was re elected to the Assembly following under circumstances which conclusively demonstrated his popularity with his party. And when represe'atives were to be chosen to the 70th Assembly, in spite of the traditional sentiment against a third term, Mr. Griffin was again chosen to succeed himself. His record as a legislator affords the b t possible solution of his hold upon his constituency, both in the city and the county, while he has been from the first prominent in the introduction and management of a large number of legislati e enactments of a general nature. Among the bills of this character introduced by Mr. Griffin which have become law, was that to regulate and limit the switching charges of railroads. At almost every session of the legislature for years an effort has been made to pass such a law, but without success till Mr. Griffin took up the matter. It is estimated that this law will save not less than half a million dollars annually to the farmers of the state, since whatever is saved in transportation charges on grain adds an equal sum to the net profits of the growers. Another very valuable bill to the rural districts was the one providing a quick and inexpensive method of opening county roads and saving the necessity and expense of advertising, employing an attorney, etc., etc. A popular bill with the lovers of out-door sports, in all sales of land owned by the state, reserves to the public all fishing and hunting privileges which may be connected therewith. A bill was passed through his instrumentality giving boards of education the authority to open school houses for religious exercises, literary entertainments, singing schools, etc. Probably one of the most important of the entire series was a bill increasing the number of district or assistant inspectors of work-shops and factories from three to eleven, thereby securing full inspection and safety, not only to employes in the class of establishments named, but also to the public generally in halls, theaters and similar places of amusement. In the same category with the latter is also the bill to protect the labels and trade-marks of labor unions, and to establish state copyrights of such labels and trade-marks. Mr. Griffin offered and secured the adoption of an amendment to the bill providing for a state levy in aid of the Ohio State University, requiring the establishment of a manual training department. He also secured the legislation establishing a department of electrical engineering in the University, so that the boys from the farms and the common schools of the state, by a two years' course in such a department, may become qualified to take charge of an electric light plant.

Without doubt the most important bill to railway employes ever offered in the Ohio Assembly was the bill introduced in the Senate by Mr. McMaken, and known as the fellow "servant bill." Mr. Griffin took personal charge of this bill in the House, and it was owing more to his efforts than to those of any other single member that the bill became a law. In a word, he has always worked for and supported every bill which has been honestly presented in the interests of the people, and opposed those which, either openly or covertly, were antagonistic to their welfare.

All matters pertaining to local legislation have, from the beginning of his legislative career, received his careful attention, and he has always been in active sympathy with his constituents. In all the long and sometimes bitter contests for the establishment and maintenance of the city's gas plant, too fresh in the recollection of the public to be detailed here, Mr. Griffin has stood conspicuous as the champion of the rights of the majority, and in all the legislation he has attempted for the city's interest he has been decisively victorious. Beside the gas legislation he has introduced bills (which became laws) requiring the city to pay the cost of paving all street intersections, one requiring the city to pay at least one-half the cost of street lighting; and still another providing for a more equitable distribution of the costs of street extensions and openings.

As a member of the the board of directors of the Toledo Workhouse, Mr. Griffin has done acceptable service to the city. During the late war he carried a musket as a member of Co. C, 7th O. V. I., and is now an active member of the Independent Order of Odd Fellows and of the Knights Templar. On March 8, 1870, Mr. Griffin was married to Isabella, daughter of Dr. H. L. Harris, of Bellevue, O.



RESIDENCE OF HON. C. P. GRIFFIN, COLLINGWOOD AVE.
Photo by Van Loo & Trost.



Photo by C. L. Lewis. THE CRESCENT LIVERY COMPANY.

The Crescent Livery Company, whose extensive and well equipped stables and office are located at No. 221 Ontario street, was incorporated in January, 1890, and on completion of their large building began business in May of that year. The company is composed of the following well known business men of this city: Frank E. Roff, D. V. R. Manley, Rathbun Fuller and George H. Beckwith. The building occupied by the company is constructed of brick, 96x120 feet in dimensions, with three stories and basement. The building throughout is admirably adapted for the extensive business conducted by the company. In the basement are kept the lighter vehicles used, these being raised to the first floor by an elevator which extends through the several stories. On the first floor are located the offices of the company, which are handsomely furnished and neatly fitted up. The coaches and heavier vehicles of the company are kept on this floor. This part of the equipment comprises everything on wheels known to the first-class trade, such as coaches, coupes, Hansom cabs, Victorias, park wagons, English drag or break, seating sixteen persons, surreys, double and single buckboards, wagonettes, etc. In fact, every want and taste may here be supplied promptly from the ninety or more vehicles on hand, and at a reasonable price. On the second floor are the stables which accommodate something over one hundred horses, about half that number being owned by the company, the remainder being "boarders." The animals reach this floor by an incline from below, and a similar arrangement at one side of the building serves as a fire escape. The stables are provided with the latest improved conveniences. Adjoining the stables is the cleaning room. Here is an apparatus run by an electric dynamo by which two men can clean a horse in a very short time, the brushes being circular in form and operated upon the principle of a dentist's drilling machine. A revolving fan overhead creates a suction and carries all dirt and dust into a flue and out of the building. The blacksmith shop, where all the horses are shod by an expert, and the feed and bedding are located on the third floor. The Crescent company have thoroughly systematized all the work about their business, and have adopted regular hours for feeding, which are at 6 and 11 a. m. and 4 and 9 p. m. The Crescent Company also keep a number of fine saddle horses, and teach the art of riding, driving either single, four-in-hand, tandem, or anything in that line. The wash room, where vehicles are cleaned, is supplied with everything necessary to do the work well. The company require their employes to work only six days in a week, giving them one day's rest in seven. Of course this is fully appreciated by the men and better service is rendered in consequence. The stables contain some very fine horses, among them being a span of pure white Arabian mares that are perfect beauties.

Mr. Roff, the general manager, has traveled extensively and gathered the latest information and picked up the most recent ideas in the larger cities bearing upon his business, and it is safe to say that The Crescent Livery Company has no superior in this country, and it is a pleasure to note that under his excellent management the business of the company is steadily growing.



W. K. B. BRANCH,

KEEPING ABREAST OF THE TIMES,

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UNITED STATES BAKING COMPANY.

TOLEDO, OHIO.



C. C. WAITE, PRES. C., H. V. & T. RY. CO.

Christopher C. Waite, President of the Columbus, Hocking Valley & Toledo railway system, is a son of the late Chief Justice Morrison R. Waite of revered memory, and was born in Maumee City on the 24th of September, 1843. In the year of attaining his majority he graduated from the Rensselaer Polytechnic Institute at Troy, N. Y., entering at once into his chosen field of labor. From the day in 1864 when he first set his surveyor's compass as assistant engineer of the Rome & Schenectady railroad, until this present year of grace, 1892, his course has been steadily onward and upward, the succeeding steps of his advancement making such a record as few men in this or any other calling can claim.

Each following advancement in this continued progress has been earnestly earned and well deserved, and in it the army of friends of Mr Waite here in the city, which was his early home, will recognize the result of sterling effort on the part of one who has here a large list of old-time associates

Discerning wisely the vocation to which he was born, he has followed it ably, earnestly and faithfully, and with what success the subjoined terse record speaks more than volumes.

President C. H. V. & T. Railway 1889 to date.
Vice President and General Manager C. H. & D. R. R. 1882 to 1889.
Assistant to President Erie Railroad, 1881 to 1882.
Superintendent and Chief Engineer C. & M. V. R. R., 1871 to 1881.
Chief Engineer Cincinnati & Muskingum Valley R. R., 1869 and 1870.
Chief Engineer Toledo, Akron & Atlantic R. R., 1868.
Chief Engineer Toledo & Columbus Railroad, 1867.
Assistant Engineer Croton Water Works Department, N. Y., 1865 to 1867.
Assistant Engineer R. & S. Railroad, N. Y., 1864 to 1865.



W. H. FISHER, G. P. & T. AGT., C., H. V. & T. RY.

Mr. W. H. Fisher, the General Passenger Agent whose portrait is also given on this page, was born near Elyria, O., August 5, 1854. He acquired in early life the trade of a printer, and followed the business of printing and publishing till 1880, during the latter portion of the time having been connected with the Blade Printing and Publishing Company in this city. This relation he severed to take service in the passenger department of the Indianapolis, Peru & Chicago railway, now the Indianapolis & Michigan City divisions of the Lake Erie & Western. Since that time he has been connected with the Wabash, Cincinnati, Hamilton & Dayton, and Fort Wayne, Cincinnati & Louisville, and on the 1st of June, 1890, he assumed charge of the passenger department of the "Buckeye Route." The passenger business of this line has shown remarkable increase within the last two years, partially through the greatly improved train service which has been cordially appreciated by the traveling public, but principally through the aggressive policy of the present management, and the excellent work which has been accomplished by Mr. Fisher and his able corps of assistants in this city and elsewhere. Mr. Fisher during the past two years has shown himself to be a model general passenger agent, thorough and progressive in all the departments of his work, and always courteous and accommodating in his intercourse with the public at large.

Other well-known railroad men associated with this road are W. A. Mills, the General Freight Agent; A. E. Robbins, Superintendent of the Toledo Division; and M. C. Connors, Superintendent of the Hocking Valley Division. The interests of the line in Toledo are very thoroughly cared for by two gentlemen who are recognized as popular and hustling representatives of the coming generation of railway presidents and general managers, C. C. Gridley, the Commercial Agent of the line, and H. A. Wilson, the District Passenger Agent, both of whom have their offices in the St. Clair building.



VIEWS ALONG THE LINE AND AT THE TERMINI OF THE C., H. V. & T. R. R.

4—Coal Docks at Toledo. 1—State Capitol at Columbus. 2—"Pulling Out." 3—The Pay Train. 5—Steel Bridge at Lancaster. 6—Carpenter's Cut, Hocking Division. 7—Eagle Tunnel, Ohio River Division. 8—Raccoon Cut.

An Ohio Railway.

The Columbus, Hocking Valley and Toledo is distinctively an Ohio road, traversing as it does the Buckeye state from Toledo on the north to Gallipolis and Pomeroy on the Ohio river, with additiona l lines, Logan to Athens, and various branches penetrating the vast coal fields of the Hocking Valley, aggregating 340 miles, all within the state. The C., H. V. & T. has been justly styled and is well and favorably known as the "Buckeye Route." It is worthy of note in this connection that the first survey for a line between Toledo and Columbus was made in the latter part of 1867, by a young engineer named C. C. Waite, a Toledo boy, whose subsequent railway career has been a matter of justifiable pride, not only to his friends but to all his fellow-townsmen. The first train over the new road from Columbus to Toledo ran through with the car of its President, Mr. M. M. Greene, on December 5, 1876, although the road was not formally opened for traffic till the 10th of January following.

But as was well understood from the beginning, the principal object for which the C., H. V. & T. system was conceived and constructed was to furnish a means of outlet for the inexhaustible deposits of bituminous coal in the Hocking Valley, and the wonderful growth of this traffic has amply proven the wisdom of its construction. During the year 1891 2,258,068 tons were transported, a large per centage being destined for northern lake ports, necessarily coming to Toledo and here transferred to vessels at the Company's extensive docks. From present indications the tonnage for 1892 will exceed 3,000,000. When we consider that the coal traffic is but one item among the hundreds which go to make up the general traffic of a railroad, it is not surprising that the extensive equipment of the C., H. V. & T., comprising as it does 110 locomotives and 9,000 cars, is necessary to properly handle the business of the freight department. This branch of the service has been most materially benefitted through the efforts of the present management in fostering of different industries along the line. Every reasonable inducement is offered to manufacturers to locate in close proximity to the road, and by paying strict attention to the wants of the shippers, this arrangement has proven materially beneficial to all parties concerned.

The passenger traffic of the Buckeye Route is well worthy of mention, as the revenue derived from this branch of service is in excess of half a million dollars per annum. The splendid physical condition of the property renders it possible to move its passenger trains with great speed and perfect safety, two features which are highly appreciated by the traveling public. The entire line being ballasted with slag from the various iron industries along the line presents a pleasing appearance to the eye, while the material employed renders the road-bed absolutely free from dust.

Through trains run daily from Toledo through the capital of the state and on to the Ohio river. A recent innovation by this popular line is the introduction of luxurious Pullman built parlor cars, running on four trains daily between Toledo and Columbus, in which the seat fare is but the nominal, 25 cents. That the earnings of these cars have already justified the investment and proven the best possible advertisement for the line goes without saying. The extension of parlor car service to the Ohio river is already being considered, and its adoption will doubtless be an event of the near future.

The "Buckeye Route" is fortunate in having located on its line many of the state institutions, aside from those at Toledo and Columbus. Among the most important of these may be mentioned the Female Reformatory at Delaware; the Boys' Industrial farm at Lancaster; the Institution for the Insane at Athens; and the more recent acquisition of the only public institution of its kind in the United States for the treatment of Epileptics and Epileptic Insane, which is now in rapid course of construction at Gallipolis. The Chicago short line between Columbus and the site of the Columbian Exposition is formed by the C., H. V. & T. and Erie roads, via Marion. While the through line has been in operation but two years, the efforts of the management to furnish the best of service are being heartily appreciated by the public, and well filled Pullman sleepers in either direction every night in the year attest the popularity of the Columbus-Chicago short line. Nature has done much to popularize the C., H. V. & T. Ry. Following the Hocking river from its source some twenty-five miles south of Columbus, through the beautiful valley bearing its name, the tourist can desire no more beautiful or picturesque scenery

Exterior and Interior Views of the National Milling Co.'s Mills, Docks, Elevator and Warehouse.



Photos by Van Leo & Trost.

Purifier Floor.
Packing Floor. *Roller Floor.*
Mill.
Bolting Floor. *Engine Room.*
Boiler Room.

THE NATIONAL MILLING COMPANY.

Toledo has good reason to be proud of being the seat of operations and headquarters of the largest, most complete and best equipped winter wheat milling plant in the world, a distinction that has been possible by the establishment here on January 1, 1892, of the National Milling Company's plant, which was erected in 1890 and 1891, and is located on the east bank of the Maumee river, occupying ten acres of land and having a dock frontage of 450 feet, where the largest lake steamers can receive and discharge their cargoes. Their facilities by rail are the very best, as the company has, on its own property, over one mile of side tracks, which connect with the Toledo Belt railroad, over which cars are switched to or from all the railroads centering at Toledo.

The mill is a five-story and basement brick structure and is divided into two sections, each independent of the other, and each having a daily capacity of 2,500 barrels of flour. One section is now in operation, and when the other is equipped the capacity of the mill will be 5,000 barrels per day.

The power plant is located in a building 75x100 feet, adjoining the mill, and embraces three engines, with an aggregate of 1,000 horse-power, which furnish the motive force to operate the mills, elevator and electric light plant. The equipment of the mills is the very latest and most approved known to the trade.

The elevator has a capacity of 250,000 bushels. Its equipment is such that it can unload and receive 10,000 bushels of grain per hour from cars, and 5,000 bushels per hour from vessels, at the same time.

Barrels to supply the requirements of the business are made in the large cooper shop, which is located on the south side of the mill. At present about 100 men are employed in the mills and cooper shop, most of whom are skilled workmen.

All the buildings were designed by the Nordyke & Marmon Company, of Indianapolis, Ind., who also had the contract for the entire equipment of the mills and elevator. An inspection of the same shows it to be of the highest grade of workmanship. All the modern devices have been adopted to reduce the cost of manufacturing and handling to the very lowest figures possible.

Not the least important feature of this large plant is the system of fire protection. Water pipes and hydrants connect with, not only the mills' fire pumps, but with those of the National Malleable Casting Company, which can be used in case of emergency. The Grinnell automatic fire sprinklers are distributed throughout all the buildings, one to each 10 square feet of space, which, when the heat reaches a certain point, floods the apartments. Over $12,000 has been expended on the system of fire protection alone. The water supply is obtained through a 15-inch main from the river.

Both the mill and elevator are provided with passenger elevators, so constructed as to carry passengers either up or down at the same time, and are kept in constant motion.

The enormous quantities of flour manufactured, necessarily demand proportionately great quantities of wheat to supply the mill; the company is, therefore, large buyers at all times, which has its influence in increasing the usual big grain receipts of Toledo, as this company alone will require over 3,000,000 bushels per year to supply its wants.

The company manufactures high grades of flour which now have an extensive sale in Europe and our own Eastern markets, and which already have an established reputation for superiority.

The National Milling company is composed of Toledo and Boston business men, who chose Toledo as a point to build the plant on account of its being one of the largest winter wheat receiving markets, and also on account of its being one of the best shipping points, both by lake and rail, to the Eastern and foreign markets.

The management of the business is in the able and experienced hands of Messrs. C. L. Cutter, secretary, and Albert B. Cutter, treasurer, who give all the details of the industry their close, personal attention, and are to be congratulated on the success already developed in their latest and most important contribution to the milling interests of Ohio.

The offices of the company are located in the Produce Exchange building, occupying a suite of three rooms very pleasantly arranged, being furnished and fitted up in a neat and convenient manner.

In view of the magnitude of its operations, the completeness of its facilities and the enterprise of its management, the National Milling Company may be said to contribute in a marked degree to the industrial progress of Toledo and at the same time is establishing for itself a leading position among the most noted and prominent milling enterprises in the United States.

The Toledo Sunday Journal.

(ESTABLISHED 25 YEARS.)

INDEPENDENT—NOT NEUTRAL.

C. C. PACKARD.....*Editor.*
PACKARD & TIPPETT.....Publishers.

140 and 142 St. Clair Street. - - - - - - - - *'Phone 451.*

The Toledo SUNDAY JOURNAL is delivered by newsboys and carriers to any part of the city.

BY MAIL.....*$2.00 PER YEAR.*

Largest Sunday Circulation in Toledo.

SUNDAY, AUGUST 28, 1892.

Picturesque Maumee Mid-Summer Edition.

(SUPPLEMENT TO THE TOLEDO SUNDAY JOURNAL.)

PRICE 25 CENTS, IN TUBES AND WRAPPERS READY FOR MAILING.

This issue of the SUNDAY JOURNAL comprises 52 pages, 12 pages of the regular edition and 40 pages of the Picturesque Maumee Mid-Summer edition. Each regular subscriber is entitled to and should receive the complete paper, failing in which it is requested that prompt notification be made to the office.



The above cut is a view of the home of the Toledo SUNDAY JOURNAL, showing the office and the front of the building in which the paper is made.

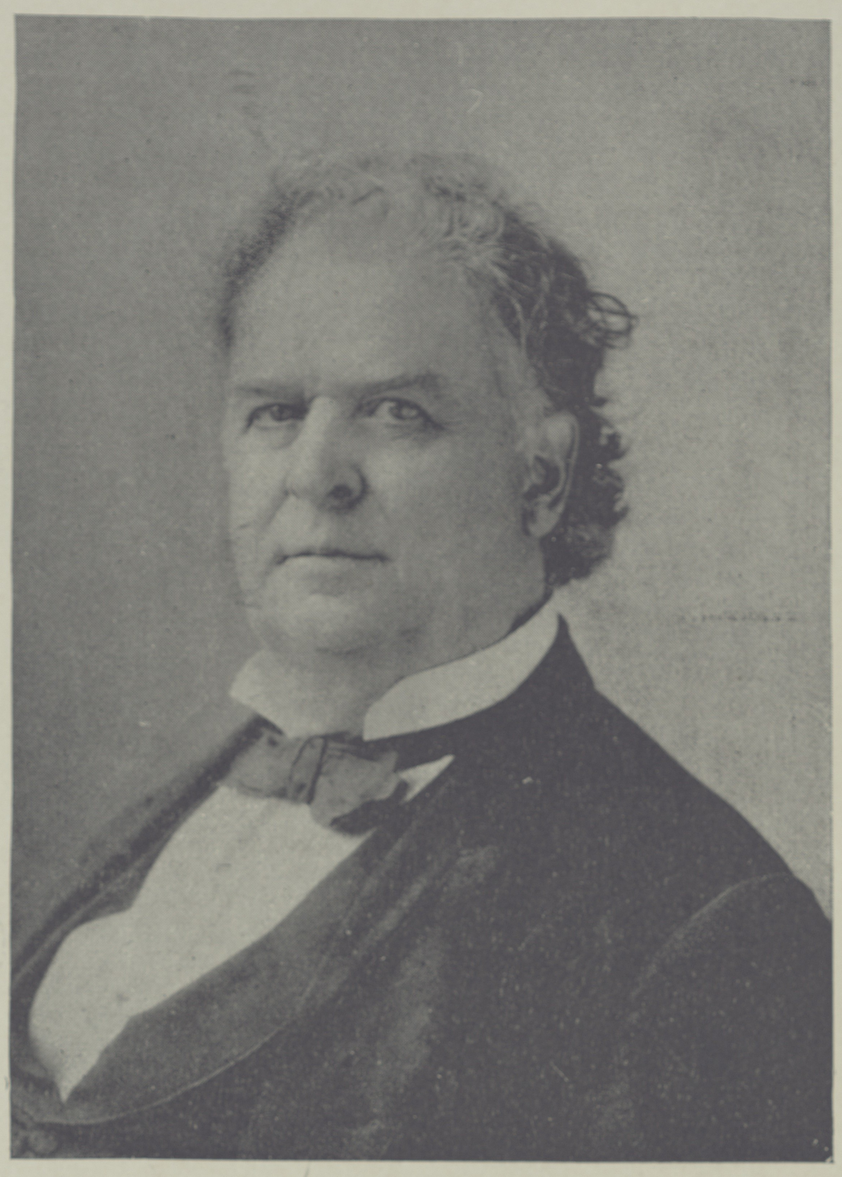
It may not be necessary to state that the Toledo SUNDAY JOURNAL is the oldest exclusive Sunday paper in the State of Ohio, completing in this number its 25th year and with the next issue the paper will enter on its 26th year. What the paper has been in the past, essentially a clean, wholesome home paper, it is now, and will be in the future, the aim of the proprietors to make it, and any failure on their part in attaining that end will be the rather lack of ability than of intent. It were easy to make a sensational sheet, one that should properly be debarred from the fireside, but it is not the purposes of the present ownership to seek financial success in that direction. How well the efforts to sustain the SUNDAY JOURNAL in that line have been and are appreciated by the well-to-do, conservative and solid business portion of Toledo, is exemplified in the continued and enlarging prosperity which it has been the good fortune of the paper to receive.

In thus presenting this their latest and most pretentious effort to their large clientelle, the publishers beg to express the hope that their long and arduous labor has not been wholly in vain. To exploit the beautiful and scenic environs of the city appears an effort worthy of commendation. How well that effort has succeeded is now before the court of last resort, the readers. If they approve, then is the months of work fully compensated for; if they disapprove, then is regret. That the production now finally presented for inspection surpasses all efforts hitherto attempted is not overdrawing the case. In paper, in photographs, in fine cuts, in excellent presswork, it is believed that the Picturesque Maumee edition of the SUNDAY JOURNAL is worthy of all that has been said in its behalf, and that it offers, modestly perhaps, but in a most satisfactory manner, some picturesque and possibly little regarded, but still important features of Toledo.

In the final presentation of this work it may be entirely proper to make due acknowldgements to members of the Toledo Camera Club, particularly to Messrs. M. A. Martin and E. L. Griffith; to VanLoo & Trost, McKecknie & Oswald and C. T. Lewis, who have supplied the photographs from which the work has been produced, as well as to Messrs. A. Zeese & Co., of Chicago, and The Photo Engraving Co., of New York, who have produced the excellent half-tone pictures on copper which is the strength of the issue. And finally to The B. F. Wade Co. whose presses have turned out the finished and satisfactory work which is now in the hands of the readers.

What is, is herewith submitted and if good, it will stand and receive the approval of that large constituency to which this paper owes so much.

TOLEDO, ANN ARBOR & NORTH MICHIGAN RAILWAY.



HON. JAMES M. ASHLEY.

The Toledo, Ann Arbor & North Michigan Railway, formerly known as the Toledo, Ann Arbor & Northern, is a most striking illustration of what may be accomplished by the energy and sagacity of a single man who gives his entire energies to the accomplishment of one purpose, and who knows no such word as fail. This road, which at first was scarcely more than a suburban line for the 40 miles of territory to the northward of Toledo, is now one of its most important and prosperous feeders, traversing for 300 miles between this city and the shores of Lake Michigan, some of the richest lumber, agricul tural and manufacturing territory in the lower peninsula. The original line was projected about the year 1871, when a number of men in the various counties through which it now runs became convinced of the desirability of its construction. This movement took definite shape when the merchants of Owosso and Ann Arbor organized meetings for the purpose of securing subscriptions to the new line, obtaining the right of way, etc. The young company succeeded in grading the line between Toledo and Ann Arbor and for some 20 miles to the northwest of Owosso, and in doing considerable other work, but limited financial resources and the panic which soon ensued, so crippled the enterprise that the roadbed and franchises which had cost some $300,000 were sold at auction for the pitiful sum of $1,000. For several years the line was neglected, till in 1877, the roadbed and other property was purchased by Gov. James M. Ashley for $25,000. In the same year the road was completed from the state line as far as Ann Arbor, and struggled along in some fashion till 1880, when it was extended from Ann Arbor to South Lyon, where it connected with the D., L. & N. and Grand Trunk Railways. This was like a fresh infusion of blood to the growing system. From this connection dates the heavy and profitable lumber traffic which the road has since enjoyed, and its establishment as one of the main feeders of the east bound lines. In 1883 the company began the construction of the line between Owosso and St. Louis, Mich., which was two years later connected with the main line a short distance north of Ann Arbor. The extension from St. Louis to Cadillac, and from the latter to Copemish have followed as the logical development of the policy which had set its stake on the shore of Lake Michigan, and which could not rest till that had been reached. In July, 1892, the company purchased the Frankfort & Southeastern road running from Copemish to Frankfort, thus completing an unbroken line across the peninsula. Other extensions to the northward are now being constructed, and will add very largely to the earning capacity of the system.

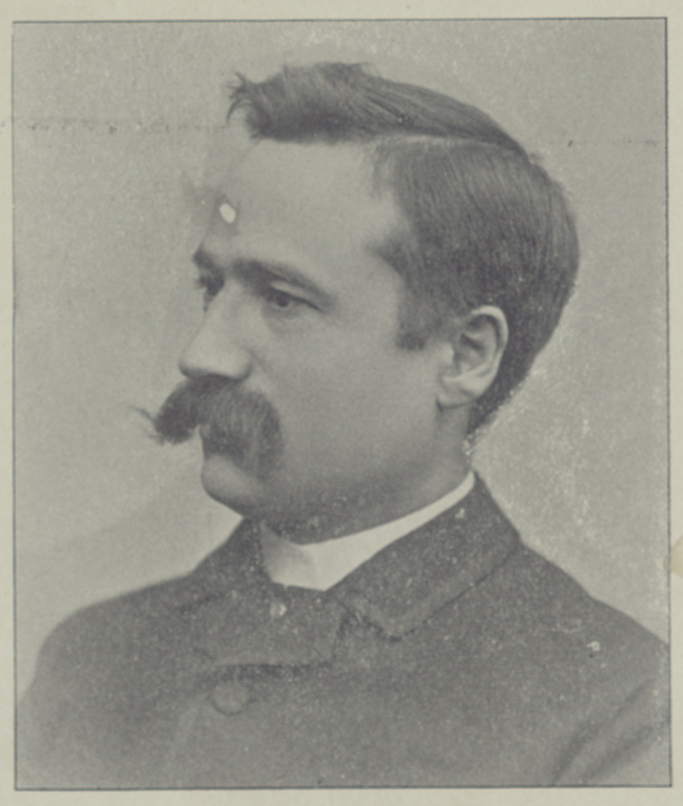
The Toledo, Ann Arbor & North Michigan is the shortest line between Toledo and the Saginaw Valley, as it is also the shortest and most direct line from this city to Jackson, Lansing, Ionia and Grand Rapids, and has long been a favorite resort for sportsmen and tourists who visit the hunting and fishing grounds and summer resorts of Northern Michigan. The officers are: James M. Ashley, president, James M. Ashley, Jr., first vice president; H. W. Ashley, second vice president and general manager; and H. W. Bennett, general passenger agent.

For nearly, if not fully, forty years Gov. James M. Ashley has been a prominent figure in the business and politics of Northwestern Ohio. Elected to Congress from the Toledo district for the first time in 1858, he was triumphantly re-elected in the year preceding the breaking out of the civil war, and through all that time which tried men's souls, he was a fearless and uncompromising champion of human liberty and human rights. The conspicuous position which he occupied in Congress and his part in the impeachment of President Johnson have made his record a part of the nation's history. In the fall of 1890 Gov. Ashley was induced to accept the Republican nomination for Congress in the Toledo district, which was at that time largely Democratic. Although failing of election after a brilliant and most able canvass, the vote which he received proved conclusively that he was by no means forgotten by his old friends and former political constituents. He is at present a resident of Toledo, where his familiar and commanding figure may be seen almost daily upon our streets.

MR. JOHN N. MOCKETT.

It is scarcely necessary to introduce the gentleman whose picture accompanies this article. For now ten years he has been prominently identified with the prosperity of Toledo and is universally known as among her most successful merchants. Coming to this city in 1882 as manager of the Mabley establishment, at the death of Mr. C. R. Mabley, Mr. Mockett purchased the Mabley interests and proceeded to develop the business which now bears his name. From one store to two and then to three, the demands of the business have required constantly enlarged space, until now it is easily at the head of like mercantile establishments in Toledo.

Still a young man, Mr. Mockett has only his own undaunted spirit and indefatigable industry to thank for his marked success. Born in England he was deprived of his parents while yet young, and when but twelve was a cabin boy on a fishing vessel coasting on the North sea. Coming to America before his majority, he first found employment in Toronto, Canada, in an iron foundry, from thence engaging in the clothing business as a clerk in that city. To the enterprising young man it was a natural thing to come to the "States," where in Detroit he entered the establishment of Mr. C. R. Mabley. Rapid advancement followed, and he next went to Cincinnati and assisted in establishing the business of Mabley & Carew at that point, now among the most prosperous in the land. Since coming to Toledo, the success of the subject of this sketch has been an acknowledged factor in the mercantile growth of this city, and, yet below forty, John N. Mockett is now at the head of an establishment which merits and receives the encomiums of merchants throughout the country. Prompt and reliable in his business engagements, honorable and straightforward in his dealings, a thorough business man, he has so systemized and arranged all of his great business that it now is recognized among merchants as approaching most nearly perfection. His fortune is now considerable and, owing no man a penny, he has the satisfaction of knowing that his success is the result of honest toil.



MR. JOHN N. MOCKETT.



View of Turtle Island and Government Light House, Entrance of Maumee Bay to Lake Erie.
Photo by V. W. Granger, Jr.

MR. V. W. GRANGER.

This is the only successful photograph ever taken of this charming little island upon whose shores stands the government beacon whose brilliant flash light welcomes the weary, wind-tossed mariner to the safe entrance to the more placid waters of Maumee Bay and harbor.

After repeated trials at photographing this lovely little spot, nestling so charmingly on the broad and expanding bosom of Lake Erie, on the part of the professional and amatuer photographers for many years past, it remained for Mr. V. W. Granger, jr., to crown the efforts of decades with success. The elements were exceedingly kind to Mr. Granger the day he took a "snap shot" at the island from the deck of a yacht sailing at the rate of twelve miles an hour, and with this gentleman's love of art and ability he succeeded in producing a perfect photo, which, if anything, was heightened in artistic effect by the "half tone" engravers in their reproduction.

It is unnecessary to state that Mr. V. W. Granger, jr., is connected with the establishment of his father, Mr. V. W. Granger, whose artistic emporium has for long been the central attraction in Toledo for all who wish to be well clothed. Granger's cloths, Granger's fits, and the general excellence of all the garments which come for Granger's establishment, are proverbal, and have been for so long that there is not a similar establishment in the country whose position is better assured. Dealing in the very finest materials, both imported and domestic, placing emphasis on the superiority of production, Granger has won enviable distinction, until now it is quite sufficient, when it is wished to express that a gentleman is well dressed, to say that his garments are from Granger's. Supplying those who desire the best and to whom the faultless details of dress are of importance, Mr. Granger has long since been the recipient of warm commendations, and at the present time it is not surprising, in glancing over his order books to discover there, not only the names of those who aspire to be well dressed among Toledo men, but also to see there the names of men now residing in Portland, Oregon, or Portland, Maine, so extensive are his trade connections.

THE KETCHAM FARM.

The cut shown below is an exact reproduction (in miniature) of the very fine painting recently from the easel of L. E. Van Gorden, of New York city, and gives an accurate view of The Ketcham Farm, save in two minor instances, that the engraving shows the half mile track complete, whereas it is but just being built, as is also the judge's and timer's stand. In the month of November last a representative of the SUNDAY JOURNAL was sent out to The Ketcham Farm, one afternoon, to take note of the extensive improvements going on out there and to write up what he saw. The result of the horse editor's afternoon's work was duly published, the article starting out as follows:

"Every one familiar with the life of George H. Ketcham knows full well that, though the son of a rich man, he was never pampered with silver spoons or fed on idleness, but on the contrary was given a thorough education, which his desires craved, and then permitted to choose his own profession and follow the avocations of a man who earned his bread by the sweat of his brow in the business of a civil engineer. To his early training he brought a natural desire for thoroughness and completeness, and his energy, combined with these traits, and his genial, honest, open and frank manner, soon brought success to his door, and his small, unpretentious civil engineer's office in the Trinity block was soon crowded with business.

"The Ketcham Farm is located about five miles northwest of the city and comprises a tract of 863 acres, about 200 of which is yet given over to the primeval forests, the balance being mostly tilled soil.

"This tract of land has received almost no attention for a number of years, and so when Mr. Ketcham conceived the idea of converting it into a stock farm, his pet idea was met with the bitter truth of the bitterness of the native sour grass which had largely overgrown the farm.

"Nothing daunted, he brought his valuable engineering experience into requisition and soon had plans formulated for establishing The Ketcham Farm on a large scale, and thus carrying out his pet idea of raising the highest grade of horses known to horsemen.

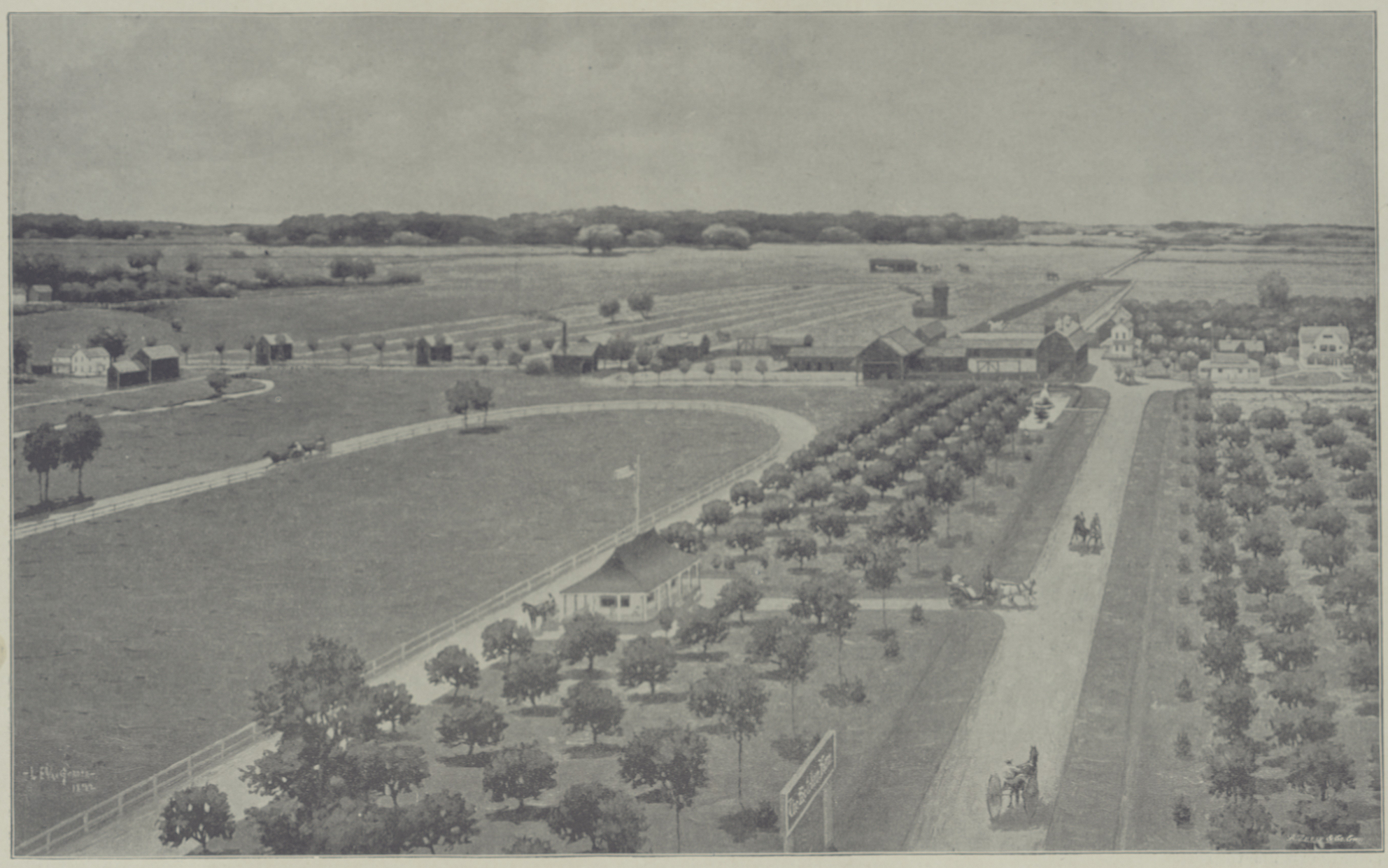


Photo by Van Loo & Trost, from a painting by L. E. Van Gorden. VIEW OF THE KETCHAM STOCK FARM.

"This fall he has brought about 200 acres under cultivation by sowing it to rye, which will be followed by seeding. Next spring about 100 acres will be planted to corn, so that with the seeding done this year the cultivable lands will soon all be into meadows and pasture of clover and timothy.

'From time to time we have heard of the progress being made at The Ketcham Farm, but none of our party was prepared for the magnificent plans of Mr. Ketcham or the degree of perfection to which these have already been carried out.

"The Ketcham Farm has a large substantial farm house in which the farmer and the hired men live; in addition to this there are two tenement houses on the tract, the occupants of which find employment under the farmer's direction. As going to show what amount of work devolves upon the farmer, he has fourteen work horses in his line of work.

"The past season there has been a vast amount of clearing up done, and in addition to breaking up and raising about 100 acres of corn and oats, land was prepared for a vast orchard and 3,000 apple trees of the choicest varieties set out. The orchard part of The Ketcham Farm will be enlarged to 5,000 trees next season.

"Another feature of Mr. Ketcham's plans for next season is the employment of a professional gardener to have charge of and lay out prospective lawns, set out trees about the houses and paddocks and take general charge of the orchards, trees and the like.

"As we drove along the public highway skirting one side of the farm, we were all more than surprised to find, instead of a narrow lane leading back to the main stock buildings, office and superintendent's buildings, a handsomely laid out and graded 80-foot avenue, which next year will be graveled the quarter of a mile from the public highway leading to the office.

An Artificial Lake.

"That The Ketcham Stock farm may be complete, an artificial lake is also planned and work already commenced on it. The object of this is two-fold—that it may afford a place from which to harvest ice in the winter, and supply The Ketcham Farm, its proprietor and friends, with the sports and delights of fishing in summer. It will be liberally stocked as soon as finished.

Deer Park.

"Among other features planned for next season is a large deer park situated on this avenue entrance, which, when completed, will be stocked with deer.

Verandah Encircled Office.

"At the head of the avenue before mentioned is located a very neat and tasty office and club house, fitted and furnished handsomely and comfortably, a large, old style colonial fire-place occupying nearly one entire side of the office proper. On a massive marble slab extending across and above the grate is to be seen Mr. Ketcham's welcome to all his visitors, and as he says, 'That's all I've got to say, boys.' The sentence is engraved in the marble and is as follows:

"'You are passing welcome, and so I pray you all to think yourselves.'—*Taming of the Shrew.*"

The "boys' quarters," occupied by the employes of the Farm, is a neat two story building, the lower floor being devoted to a club room for the occupants, and a large harness room, the entire upper floor being finished off into sleeping quarters for the men. A large yard and commodious building just beyond this is devoted to the herd of Persian and Angora goats, which constitutes one of the "features" of the farm. These are joined by well stocked poultry houses and yards and dog kennels.

The "Training Barn" is a large building with a driveway of 20 feet in the center the entire length of it, while located on either side are fourteen large roomy box stalls, with both inside and outside openings in case of fire or accident. This is constructed on the best known modern principles as to light and ventilation.

The "boarding barn" contains thirty-four stalls, constructed with special care to the comfort and safety of the horses. The "supply barn" is neccessarily of large capacity for the storage of hay and straw, and has chop feed and other departments in connection with it.

Then there is a carriage house for storing breaking carts, road carts, sulkies and the like, as well as farm machinery and implements. Adjoining these is a well-equipped "tool house" and carpenter shop.

Immense double corn cribs have been erected holding thousands of bushels of corn each—the product of the farm. Not far distant is a large granary building devoted exclusively to the storage of oats and other grain raised on the farm.

Stallion Barns and Paddocks.

Adjoining the main buildings is a succession of substantially built two-story barns, each supplied with a box and other stall, and well stocked with hay and straw; these are the individual stallion barns, each one being fitted for one animal and having a large two-acre paddock in connection with it.

The Water Supply.

No stock farm in this country has a better or more complete water supply than that put in this season at The Ketcham Farm, the supply being a well 180 feet deep, supplying the finest and purest spring water. This water is pumped by a mammoth wind mill into a large water tank with a capacity of 565 barrels, enclosed in a building by itself. Three miles of pipe has been laid from this tank to the various buildings. As going to show the extreme care manifested by Mr. Ketcham in his plans, not a door on The Ketcham Farm is permitted to be locked, nor a lock allowed on the farm. Mr. Ketcham had rather risk thieves than possible fire or accident resulting from locked doors.

Building a Half-Mile Track.

Among the improvements now in progress at The Ketcham Farm is a half-mile track, as shown in the accompanying illustration.

"The King of the Farm"—Baronstein.

In the rear of the training barn is located a modern building designed especially for Baronstein, the stallion occupying the position of king of The Ketcham Farm. It is needless to say that it is built on modern ideas and comprises everything looking to the safety and proper care of a horse as valuable as is Baronstein (6149), the handsome coal black, speedy and richly bred stallion by Baron Wilkes (4753), 2:18, by George Wilkes, dam Belle Patchen. Baronstein's dam is the royal blood of the mare Steinette, dam by Bourbon Wilkes, 2:30, by Steinway (1808), 3-year-old record 2:25¾, the champion 3-year-old from 1879 to 1885, own brother to Solo, 2:28¾, and Soprano, sire of Cricket, 2:10, Cæsar, 2:18½, Chas. Derby, 2:20, and Strathway, 2:26; 2d dam Ned, dam of Clemmie G., 2:15½, Post Boy, 2:23, Forrest Wilkes, 2:14¼, Alice Stoner, 2:24½, Mystery, 2:25¼, Fannie Stoner, 2:32½, by Edwin Forrest; 3d dam a daughter of Mambrino Chief by Mambrino Paymaster; 4th dam a daughter of Gray Eagle, sire of the dam of Piedmont, 2:17¼; 5th dam a daughter of Bolivar.

The public is well aware that Mr. Ketcham has at The Farm some of the bluest blooded mares known to breeders to-day, while in the speed line he has some good ones, the handsome and gamey sorrel pacer, Charley Friel, with a record of 2:15½ over a half-mile track, one of the finest gentleman's roadsters owned in America.



RESIDENCE OF MR. GEORGE H. KETCHAM.



MR. ISAAC D. SMEAD.

Sanitary Engineer, Inventor, Foundryman. Manufacturer, Citizen and Neighbor.

"Here the architect
Did not with curious skill a pile erect
Of carved marble, touch, or porphyry,
But built a house for hospitality;
No sumptuous chimney-piece of shining stone
Invites the stranger's eye to gaze upon,
And coldly entertains his sight, but clean
And cheerful flames cherish and warm him there."

"Yes, and the spirit expressed by the author of the above, written many years ago, seems exactly to coincide with the air of congeniality and cheerfulness that pervades every inch of space in and about the extensive manufacturing establishment of Isaac D. Smead & Co., proprietors, patentees and manufacturers of the far-famed Smead Heating and Ventilating Apparatus, now so extensively in use in all the large public buildings of the country, the thirty-three school buildings at Washington being entirely heated and ventilated by these systems. There is not a business place in this city that does so much to advertise Toledo as this same Smead apparatus, while the incalculable good that emanates from the visits of scores of committees from the principal cities of the United States every week to this city to examine the systems manufactured by this firm cannot be estimated.

"Mr. Smead's hospitality is famous, and no committee or set



GENERAL OFFICES AND DRAUGHTING ROOMS OF ISAAC D. SMEAD & CO., TOLEDO, O.



VIEW

of committees cross the handsome tiled floors of his office without receiving such a cordial welcome as will be remembered for all time.

"And it is just this kind of receptions that augurs well for Toledo.

"They're better than political processions or progressive euchres, for the reason that the strangers are pleased with the entertainment accorded them."

Thus wrote a gentleman connected with the SUNDAY JOURNAL in December, 1888, the same appearing in this paper in connection with a description of Mr. Smead's then new, large and commodious office and manufacturing building on Huron street.

As stated above, the building was then new and afforded ample facilities and capacity for meeting the requirements of Mr. Smead's business; but that was four years ago, and long since has this building been outgrown by the business, until now it is devoted almost entirely to general and private offices and draughting rooms, the handsome cut of his foundry shown herewith and by the way the largest foundry in Ohio - being scarcely able with its force of 148 men and turning out an average of ten tons and 400 pounds, or 20,400 pounds, of finished products every day, to supply the demands for the famous Smead Heating and Ventilating Apparatus, The main foundry is 409 feet long by 67 wide, while at least three times as much ground room is occupied by smaller buildings in connection therewith. And yet this is not sufficient, and the builders are now completing an addition to the foundry of 100 feet in length by 67 in width. This makes the second visit of the contractors and builders to the Smead plant this season, their



THE NEW WAY LIBRARY BUILDING AT PERRYSBURG.

Photo by McKecknie & Oswald.

THE WAY PUBLIC LIBRARY.

A Credit to Perrysburg and a Memorial to its Founder.

Willard V. Way, an attorney of Perrysburg and one of its leading public-spirited citizens, by the conditions of his will, bearing date of 1873, made a bequest for the establishment of a public library in that town. Immediately after his death, which occurred August 25, 1875 agreeably to the terms upon which the bequest was made, the executors of the will therein named, Messrs. Asher Cook, D. K. Hollenbeck and J. W. Ross, proceeded to carry out its provisions. A site on the corner of Louisiana and Indiana avenues, at the center of the town, covering three-quarters of an acre, was selected, and a handsome building of brown stone and red brick, 64x51 feet, erected thereon. The building is completed, and as soon as the furniture is put in, the library comprising about 4,000 volumes to start with, will be opened to the public. Under the terms of the will $15,000 of the bequest is to be permanently invested, the interest of which only is to be used in the purchase of books, the corporation to pay the running expenses. The building is handsomely finished throughout and is well adapted for the uses of a public library. The basement contains the furnace for heating, and here the new books will be unpacked. The first floor contains the library proper, the reference, reading and catalogue rooms, and librarian's office. On the second floor in the tower is the board of managers' room. The cost of the building is about $10,000. Among others are the following inscriptions on the south and west fronts: "Public Library. Founded by Willard V. Way. Erected A. D. 1891." "Knowledge is Power." "The Perpetuity of the Republic Depends Upon the Intelligence of the People."

The control of the Way Library is under the direction of a board of managers, composed of the following gentlemen: Rev. G. A. Adams, president; N. L. Hanson, secretary; Andrew Roach, John H. Thornton, D. K. Hollenbeck, E. L. Kingsbury.

Perrysburg is to be congratulated upon the acquisition of this fine library building, which is one of the finest in the state, a credit to the town, a lasting memorial to its benevolent founder and a blessing to its patrons.



Photo by C. L. Lewis. MR. ARTHUR W. KORTHEUER.

Mr. Arthur W. Kortheuer is perhaps too well known to require extended reference. A few lines, however, may prove interesting.

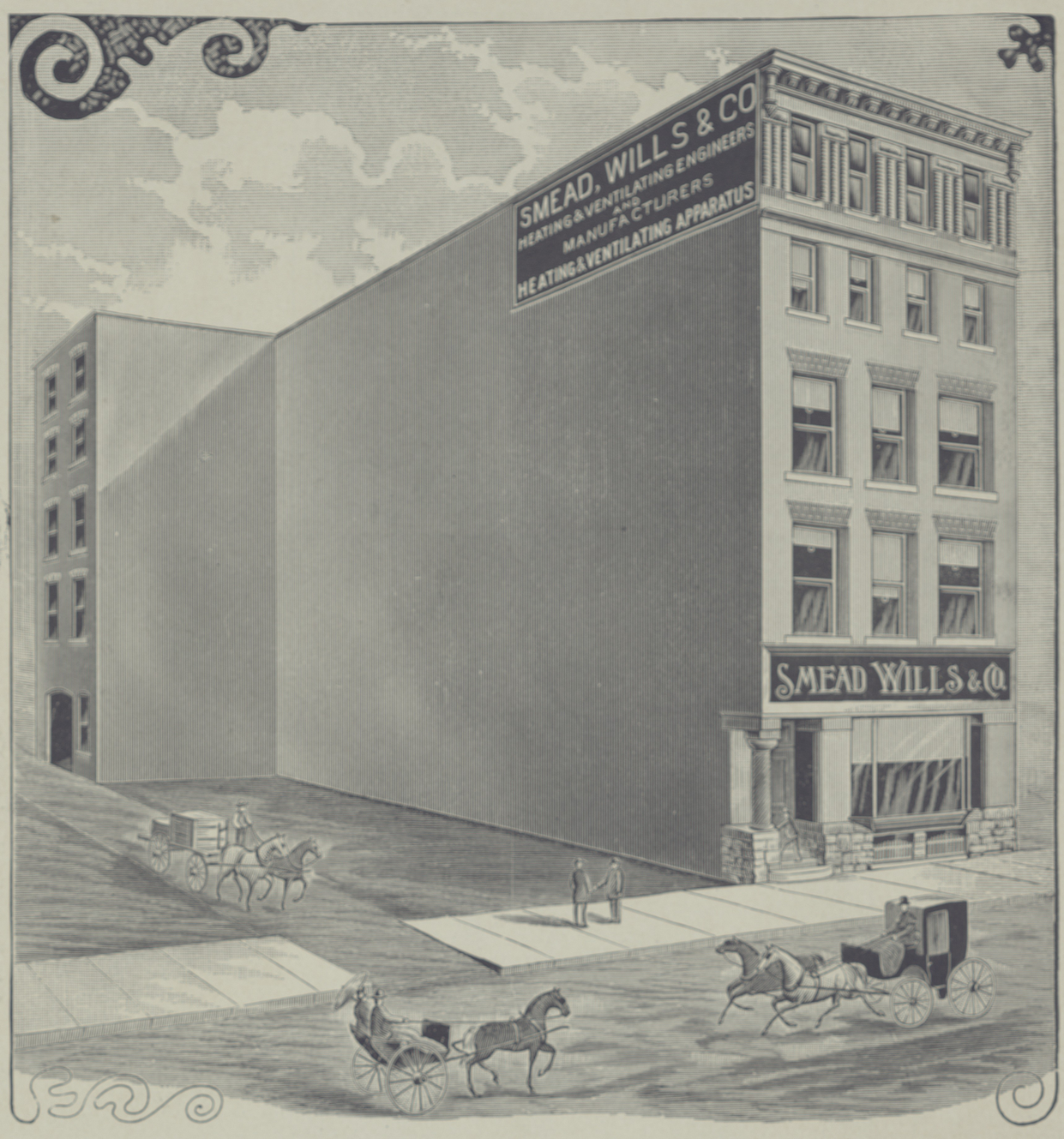
Mr. Kortheuer was born in Terre Haute, Ind., in 1863, removing with his parents to Ohio when very young. His father, Rev. H. Kortheuer, D. D., was an accomplished and thorough musician, having received his musical as well as his theological education in Germany, where also Mrs. Kortheuer, his mother, was educated. A strong musical talent is common to the entire family, a brother of Mr. A. W. Kortheuer, Professor H. O. C. Kortheuer, being at the present time a prominent pianist in New York city.

The subject of this sketch graduated when seventeen years of age from the Bucyrus, O., public schools, afterwards completing his musical education at Leipsic, where he spent nearly the entire four following years, and from which celebrated conservatory he graduated. Upon his return to this country he spent the following year, then only twenty-one years of age, as conductor of the Euterpe Opera company, the orchestra of which was composed mostly of Leipsic graduates. In 1884 Mr. Kortheuer came to Toledo, remaining until 1887 as teacher of music in the Smead Seminary, when he again went to Europe to complete his studies in orchestration at Berlin. While in Europe he had the advantage of some of the most prominent teachers known, among whom may be mentioned Carl Reinecke, Woldimar Bargiel, Coccius, Zwintscher, Dr. Paul and Carl Piutti. Upon his return to Toledo, where he has since resided, he resumed his musical duties, in the mean time devoting much of his time to composing, having written a number of songs, sonates, waltzes, polonaises, violin sonate, a March Arabesque for orchestra, nocturnes and other compositions.

Personally Mr. Kortheuer, who is yet unmarried, is a cultivated gentleman who has wide intellectual resources, and who is, although modest withal, a quiet citizen, a hard worker in his chosen profession, in which his talents, combined with his natural abilities, have given him deserved prominence. He is a stanch friend, a social acquisition, a good citizen, and one for whom the future doubtless holds adequate reward for earnest effort and indefatigable industry.



FOUNDRY AND MACHINE SHOPS OF ISAAC D. SMEAD & CO., TOLEDO, O.



GENERAL EASTERN HEADQUARTERS AND OFFICE BUILDINGS, SMEAD, WILLS & CO., PHILADELPHIA.

services being called upon early in the year to erect a three-story *absolutely fire proof* pattern shop, 40x100 feet.

The business established in Toledo so modestly by Mr. Isaac D. Smead in 1882, when two small offices sufficed for private offices, general offices, draughting rooms and everything, has been developed so persistently through Mr. Smead's activity that to-day there are large branch offices in Philadelphia (a picture of whose building embellishes this page), Pittsburg, Pa.; Boston, Mass.; Kansas City, Mo.; Chicago, Ill.; St. Paul, Minn.; Denver, Col.; Anniston and Dallas, Tex.; Elmira, N. Y.; Washington, D. C.; Toronto, Canada, and London, England.

Mr. Smead has a decidedly poetical side to his life, as one will readily see who enters his handsome private offices, which are complete in every detail of finishing, frescoing and furnishing. Over each of the entrances to the Reception or Committee room the stained glass transoms bear respectively the following significant words:

Normal, 1867.
Bloomington, 1872.
Chicago, 1878.
Toledo, 1882.

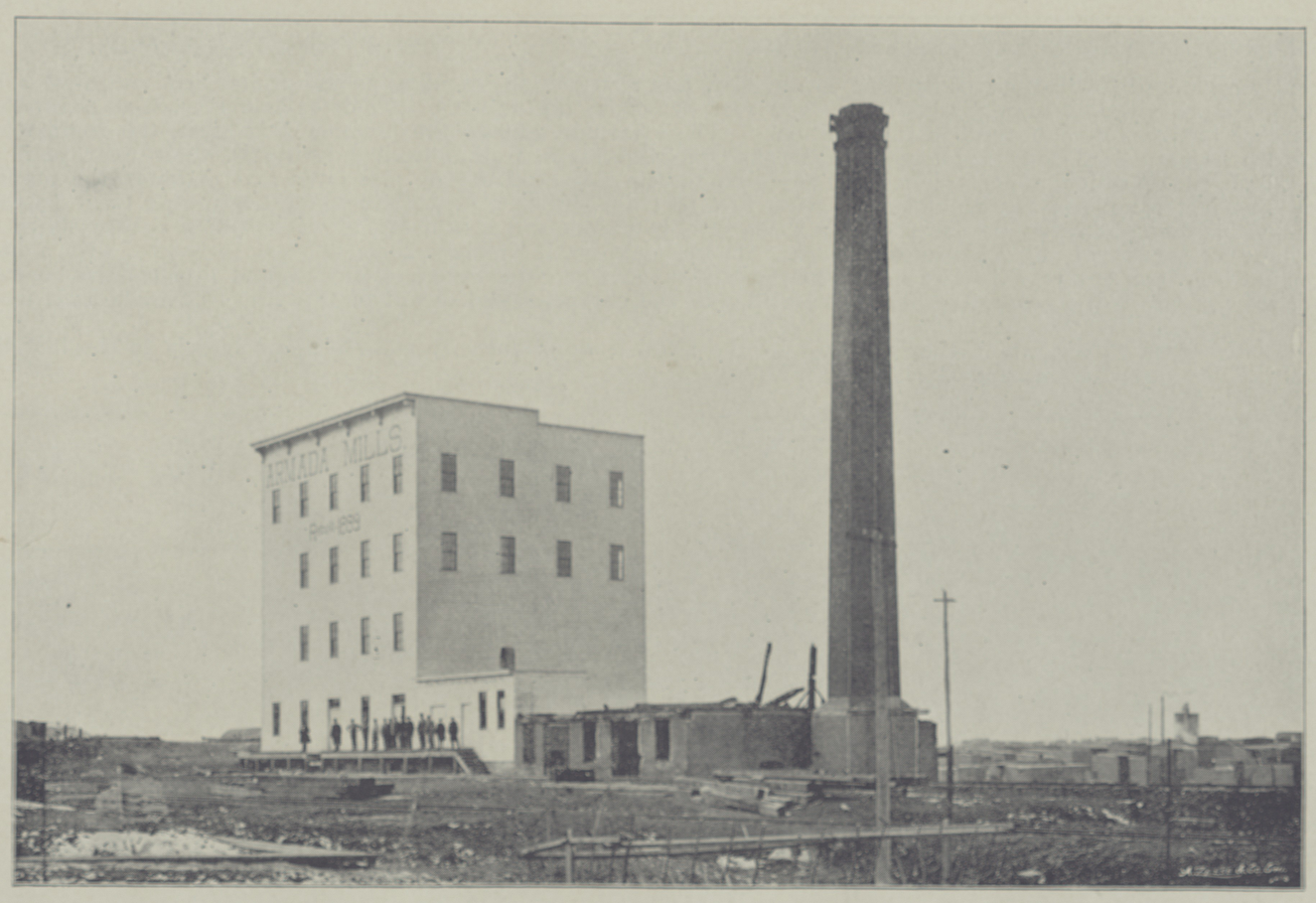
These names and dates are suggestive when explained, the first denoting the date when Mr. Smead left his New England home—Mr. Smead objects to the statement that he ran away from home at the age of 15—and entered the employ of the Sm ad-Ruttan Company as office-boy.

In 1872 he was elected secretary of the company at Bloomington, Ill.

In 1878 he was elected its president, with headquarters at Chicago

In 1882, *without a bonus*, and with no brass bands or committees from the Ballooning Commission to meet and banquet him, and then sell him a "site," he quietly entered Toledo, and ere many months the city was agog over the extensive advertising given it by this young fellow, and old heads and young hearts sought his acquaintance and rallied to his support by acknowledging the benefits already derived from the establishment of such an industry in their midst.

But Mr. Smead was not seeking glory, fame or renown; he came to Toledo because he saw business in it, and his foresight has been found to have been based on excellent judgment, for the business has increased many fold in the last decade.



THE TOLEDO GRAIN AND MILLING COMPANY, PROPRIETORS OF ARMADA MILLS.

Photo by McKecknie & Oswald.

The Toledo Grain and Milling Company was incorporated in 1889, and on completion of their mills they began operations in 1890. The Armada Mills, as the plant is known, are located at the foot of Harrison street, and comprise a main building with four floors and basement, each floor having an area of 50 x 60 feet with a one-story wing 30 x 50 feet, and an engine and boiler house 40 x 50 feet in dimensions. The equipment of the Armada Mills is of the latest improved machinery known to the milling trade, and consists of the full roller process or system, by means of which the very best flour in the market is produced and at the lowest possible cost. The mill is reached by the tracks of the railroad system of the city, affording unexcelled facilities for receiving and shipping at the doors. This is an important feature to be considered in flour production. Under its efficient and progressive management of Mr. D. W. Camp, and the adoption of the most advanced ideas in conducting the business the best results have been achieved, and the business shows a steady and certain growth pointing to much larger results in the future. The principal brands of flour manufactured at the Armada Mills are the following: "Diana," "Pansy," "Clover Leaf," "Armada," "Pure Gold," "Leader," and "Eclipse," Diana being the product of spring wheat, while all the others are made from winter wheat. The popularity of these grades of fine flour is well established, and the product of the mills is finding ready sale both at home and in the east. The capacity of the mills is upwards of 200 barrels per day, and 25 tons of feed and meal. Besides a large and growing local trade in Toledo and neighboring towns, shipments are made to New England, New York, New Jersey, Pennsylvania, Virginia and Maryland. This company also deals in grain to some extent.

The officers of this company, who are its principal promoters and founders are the following well-known and successful business men of Toledo: Messrs. F. N. Quale, President; W. J. Wood, Secretary and Treasurer; D. W. Camp, General Manager. These gentlemen have been closely identified with the industrial and commercial progress of the city of Toledo, and the industry which they represent and are steadily carrying forward to greater success, will always be counted among those which give character and importance to this city as an industrial center.



VIEW ON THE NEW KETCHAM PARK SITE.

Photo by M. A. Martin, Toledo Camera Club.

THE HOTEL HAMILTON.

The Hotel Hamilton, J. B. Franz, proprietor, located on the corner of Madison and Superior streets, has become, under the present management, one of the most popular $2.00 a day hotels in the country. Mr. Franz took possession of the Hamilton early in 1890, and after thoroughly remodeling the house and fitting it up in excellent style, assumed charge on the 10th day of April of that year.

Before coming to Toledo Mr. Franz had an experience of eleven years in the hotel business and his success is due to the fact that he knows what is required of a hotel-keeper to meet the wants of the traveling public. Every thing about the hotel is kept in a first-class manner, and guests are given careful attention, courteous treatment, and made to feel at home while stopping there. Mr. Franz has a strong attachment for a good horse, and whenever his duties will allow he may be seen behind a fleet-footed span taking a drive about the city, frequently extending the courtesies of a drive to his patrons, who never forget the kindness.

The popularity of the Hamilton is well-merited, and the steadily increasing business speaks highly for the excellent management of its proprietor. Nothing gives character to a city in a larger and more effective measure than its hotels, and to the Hamilton belongs much of the reputation that Toledo sustains.

The "half-tone" herewith gives a view of "The Hamilton's" dining room, one of the cosiest, coolest and most home-like enjoyed by any hostelry in the country. It is from a photo by C. L. Lewis.



VIEW OF HOTEL HAMILTON DINING ROOM.

Photo by C. L. Lewis.

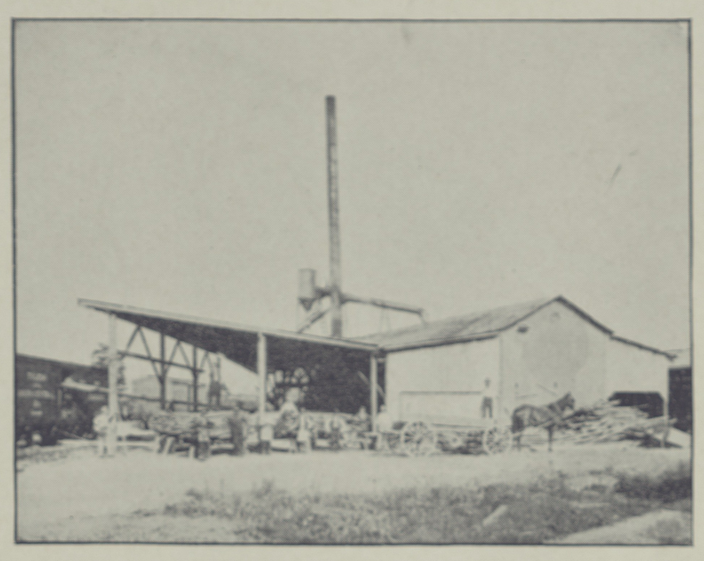






Photo of Steamer by McKecknie & Oswald. BILLS & KOCH'S LUMBER DOCKS, MILLS, AND NEW STEAMER, TOLEDO, O. *Photo of Yards by Van Loo & Trost.*

The firm of Bills & Koch, wholesale dealers in lumber, although one of the more recently organized institutions of its kind in our city, has a very high standing as one of the best and most enterprising of its class. The firm deals exclusively in white pine lumber, and the figures which represent their annual transactions run very deep into the millions. Their extensive business is rendered easily possible through their excellent facilities for transportation, and docking and storage facilities at the point of distribution. These include, among the prominent features, the commodious docks on the east side of the river a short distance above the Cherry street bridge, with numerous side tracks connecting with the Ohio Central and other leading railroads, their main yard adjoining a supplemental yard on Oak street near the city limits, their modern planing mill, a cut of which appears herewith, adjacent to the latter. The firm also owns and operates the staunch and speedy propeller J. B. Ketcham 2nd, a new vessel of this season's launching which has just completed her maiden trip, going first to Duluth with a cargo of coal, and returning from Ashland, Wis., with a cargo of 1,200,000 feet of lumber. This enormous load the Jno. B. Ketcham 2nd brought safely into port over a draft of only eleven and a half feet of water, which substantiates the statement recently made by an vessel expert that she has the greatest carrying capacity for her size of any vessel on the lakes. The steamer Jno. B. Ketcham 2nd is 207 feet in length, with a beam of 40 feet and 2 inches, and a sufficient boiler capacity to give her an average speed of not less than twelve miles per hour when she is in good working order. The excellent illustrations herewith given of the steamer Jno. B. Ketcham 2nd and Bills & Koch's docks and mills on the East Side will afford the general reader a better idea of the character and extent of this firm's business than would a more lengthy written description.

Messrs. Bills & Koch distribute their product to all points East and South, and owe the good will in which they are held by the retail trade of the city and elsewhere largely to the fact that they confine themselves strictly to a wholesale business. The firm is made up of O. P. Bills, of Tecumseh, Mich., and E. E. Koch, of Toledo.

GEORGE A. HEINL.



Photo by Van Loo & Trost.

George A. Heinl, the popular florist, who came to Toledo in 1874, and engaged in the business of floriculture, has an extensive acquaintance and is well and favorably known in this city. His rose plantation occupying an area of eight acres at West Toledo, and his extensive and well equipped green houses located on Cherry street, just beyond Bancroft, are admirably adapted for the growth and propagation of all the leading plants and flowers usually found in the large cities. Mr. Heinl's rose plantation is a model of its kind, and here are grown the most beautiful specimens of the rarest varieties of that popular flower. Every facility known to the most skilled florist's art has been brought into requisition, both at the rose plantation and in the green houses. The exquisite beauty of specimen roses and carnations grown by him is shown in a measure by the "half-tone" cuts accompanying this sketch. Mr. Heinl's thorough knowledge of floriculture, his extensive experience in the business, his natural love for flowers and their growth to the highest perfection in form and color, have given him an enviable reputation as a florist—second to none in the west—and he has been eminently successful. While he has always had an excellent trade at home, and his efforts have been fully appreciated by the people of Toledo, his fame as a florist has extended to the neighboring cities and towns from which orders for the products of his green houses have been received in gratifying numbers. Perhaps no other subject is in greater favor with poets than that of flowers, and of their use from time immemorial a writer says:

"Bring flowers to crown the cup and lute—
Bring flowers—the bride is near;
Bring flowers to soothe the captive's cell,
Bring flowers to soothe the bier."

Of the refining influence of flowers—nature's most exquisite products—much has been written and more might be said, as this point is generally conceded, hence he who cultivates flowers is a public benefactor. The art of floriculture in recent years has reached a high degree of perfection, and under his skillful direction, based upon a practical experience of many years, Mr. Heinl has been able to produce the best attainable results. He has an able corps of assistants, and having all the latest improved facilities and most thoroughly equipped green houses in the country, his numerous patrons never need have any misgivings as to complete satisfaction being rendered in the filling up of an order for a floral piece of the most elaborate or artistic design.



Photo by Van Loo & Trost.



RESIDENCE OF JUDGE JOHN H. DOYLE, PARKWOOD AVENUE.
Photo by McKecknie & Oswald.



Photo by Van Loo & Trost. A GOOD MORNING FROM THE CHILDREN.

Messrs. Van Loo & Trost, the successful and popular photographers of No. 328 Summit street, who have been engaged in the business of photography in all its branches in this city, are among the most noted artists in the West. Some fine specimens of their work are reproduced in the Mid-summer Edition of the SUNDAY JOURNAL, and materially add to its embellishment and artistic excellence. Mr. W. F. Van Loo, of this firm, is a Toledo boy, who obtained his education here and who was a member of the Myers Cadets (now known as the Toledo Cadets, a famous military organization of which any city might well be proud), and also a member of the Toledo Cadet Drum Corps. He is well and favorably known, not only as a skillful and successful artist, but also as a reputable and useful citizen. His reputation as a crayon artist places him in the front rank, his experience in and natural taste for his profession having thoroughly qualified him for the work in his line.

The other member of the firm, Mr. Fred J. Trost, is no less popular than his partner, and, having had an excellent training for his chosen profession, he has risen to distinction as an artist of ability. He is a most thoroughly skilled photographer, being familiar with all its branches in their minutest details. The success of this firm has been largely due to the fact that they each give personal attention to the work in their line and in the smaller details that are frequently overlooked, to the detriment of the work. Every step in the progress of the development of a picture is carefully inspected, and the best possible results are thereby insured. Messrs. Van Loo & Trost occupy a very handsome suite of rooms, commodious and well adapted for a first-class gallery, being thoroughly equipped with everything necessary to the production of the finest work known to the most advanced and highest skilled artists in the country. An inspection of some of the reproduced photographs made by this firm and which ornament a number of these pages, will enable the reader to form some estimate of the high character of their photography, which has given them a reputation for artistic excellence second to none in this country—a reputation that is based upon merit alone. This firm make a specialty of children's pictures, and it is quite evident that much of their popularity is due to the eminent success they have reached in this special line of work. The "galaxy" of little ones, whose handsome faces greatly add to the attractiveness of this page, speak "volumes" for the artists who so admirably succeeded in transferring their likenesses to paper. Their $3 cabinet photographs, for artistic beauty of finish and high grade of excellence, have a first-class reputation wherever known, and they have a very extensive patronage on them. They have a good reputation as superior artists among theatrical people, and a large and growing patronage is the result. As scenic artists and for outdoor work generally, they are specially well equipped, and no firm in the West can show better results in this line than Van Loo & Trost. The art of photography, keeping pace with the progress and advancement of the times, by comparison with the best productions of that art of years ago, shows a remarkable improvement, and this firm, being enterprising and energetic, are always on the lookout for new ideas that are practical and useful, and by adopting them keep in the very front rank of first-class photographers.

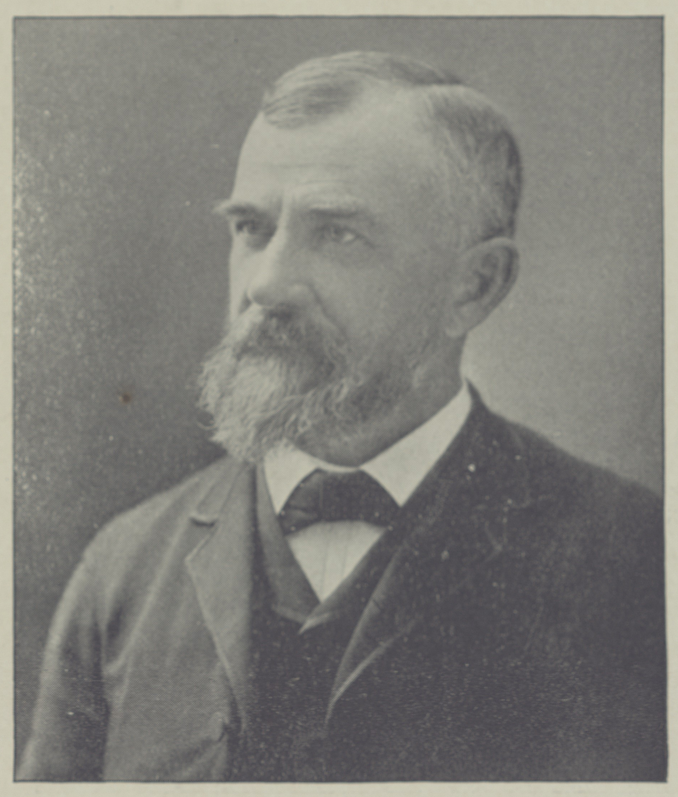
THE CRAIG SHIP BUILDING COMPANY.

The Craig shipyards, as shown inthe accompanying illustration, is situated on the west bank of the Maumee river and as here seen represents the yards at the time of finishing the steel passenger steamer City of Toledo, the fine steamer to be seen on the first page of this edition of the JOURNAL. The John B. Ketcham, 2nd., one of the largest steel steamboats afloat, and shown on the page devoted to the lumber interests of Bills & Koch is also from the yards of this company. There is at the present time being built at these yards two of the most novel features in transportation steamers ever produced, sheathed with steel and having a carrying capacity each of twenty-four loaded freight cars, to be used in connection with the Teledo, Ann Arbor & Northern Michigan railroad in the transport of freight at all seasons of the year across Lake Michigan from Frankfort, Mich to Keewanee, Wis., for which purpose each boat is supplied with heavy ice crushers capable of removing any ice obstructions that may be encountered.

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Mr. John Craig.

Mr. John Craig, the founder and present head of the Craig Shipbuilding Company, was born in New York City in 1838. In 1855, after graduating from New York college he was apprenticed to C. & R. Pollien. At the breaking out of the late rebellion he was engaged to refit a number of schooners and steamers from merchantmen to gunboats. In '64 he engaged in shipbuilding in Maryland, and at the close of the war he located at Gibaralter, Mich., with R. W. Linn as partner, carrying on the building of ships under the firm name of Linn & Craig. In 1882 Mr. Craig removed to Trenton, a suburb of Detroit, Mich., where he continued in the business, with his son as partner, under the style of John Craig & Son. An increased business demanded a removal from the town of Trenton, where labor was scarce, to the City of Toledo where his enterprise would not be hampered or hindered by the provincialisms of a small burg. Here with his sons he founded the Craig Ship Building Company, with a capital stock of $125,000, officered by John Craig, President; George L. Craig, Superintendent; and John F. Craig, Secretary, equipping their yards with the most improved and complete plant for the construction of iron and steel vessels.

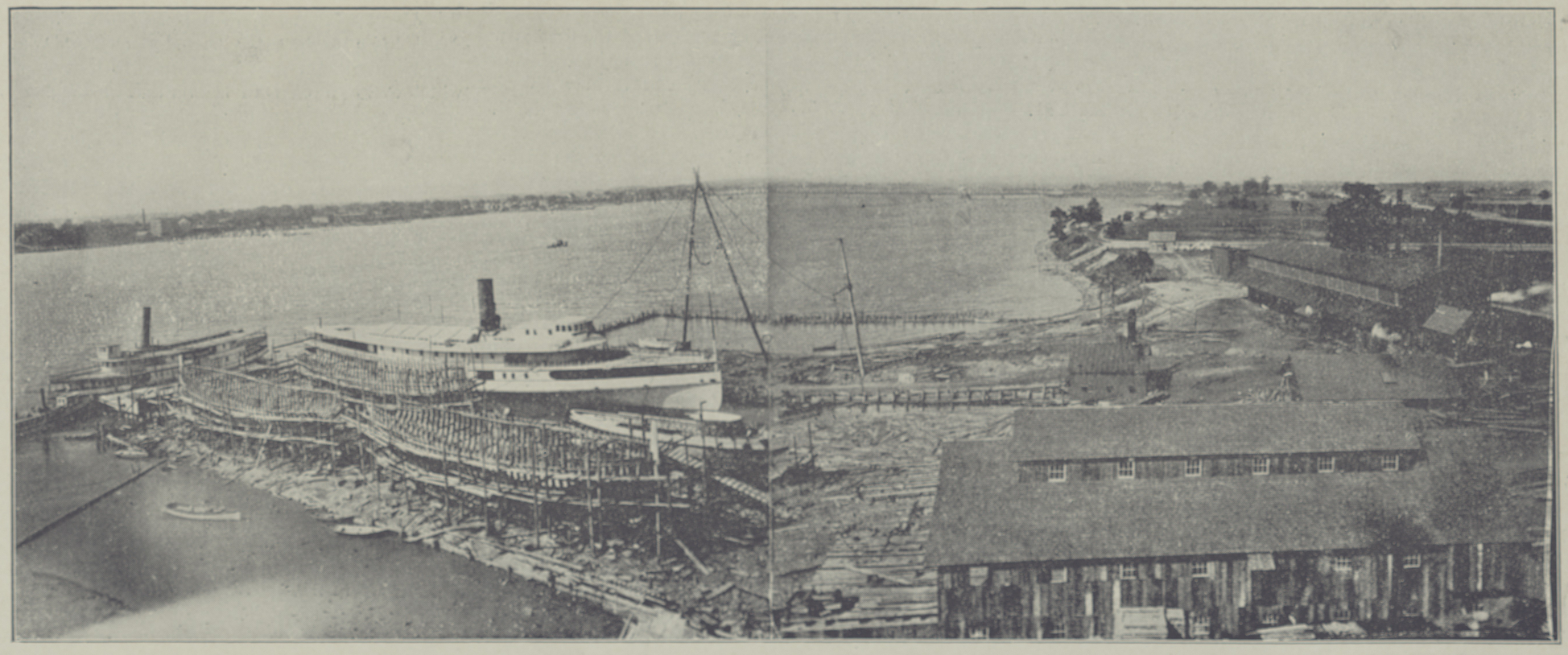


MR. JOHN CRAIG.

The Craig yards have a river front of 800 feet, and cover a land area of 14 acres, giving to Toledo an industry of value to skilled and unskilled labor, and to the city a fame wherever steel vessels find harbor or recognition, the name of John Craig standing as synonym of perfection in ship building.

The government of the United States, relies on this firm for the construction of many of their most valuable steel vessels.

Since taking permanent residence in the City of Toledo, Mr. John Craig has purchased the residence of F. W. Preston, corner of 21st and Madison streets, where the Craig family have won social distinction in keeping with the standing of the firm in financial and business circles.



CRAIG SHIP YARD, TOLEDO, DURING CONSTRUCTION OF STEAMER "CITY OF TOLEDO."



THE AMES-BONNER CO.'S BRUSH FACTORY.

Photo by McKecknie & Oswald.



HARTFORD BLOCK, CORNER SUMMIT AND MADISON, OWNED BY HON. WM BAKER.

Photo by Van Loo & Trost.

HON. J. K. HAMILTON.

James Kent Hamilton was born at Milan, O., where his father Thomas Hamilton, was an enterprising merchant, on the 17th of May, 1839. His mother was a member of the Standart family, and thus from both sides he was descended from some of the best pioneer blood of that section. His early educational advantages were such as were afforded by the common school, but these were, too limited for his expanding mind, and as soon as he could com-



mand sufficient resources of his own he found his way to Kenyon college at Gambier, O., where he maintained himself by his own efforts through a successful course, graduating in 1859 For the year following, young Hamilton held the position of assistant professor of literature and history in his alma mater, employing all his spare time to the study of the law, to which his attention was turned early in his college career. Subsequently these studies were continued under Hon. R. C. Hurd, Judge Taylor, of Milan, and William Baker, of this city. It was about this time that the embryo attorney drifted to Chicago looking for a place to hang up a new shingle, but for some reason he returned homeward as far as Toledo, when the demands of the country impressed themselves strongly upon him, and in the early part of 1863 he enlisted in the One Hundred and Thirteenth O. V. I., becoming in the course of time the adjutant of the regiment, and afterward captain of Company D. As a soldier, Captain Hamilton participated in all the campaigns of the Army of the Cumberland. He served with distinction during the Tullahoma campaign, and at Chickamauga was assistant adjutant-general to Colonel Mitchell, who commanded one of the two brigades which the gallant General Steedman led on that immortal Sunday afternoon when their heroic action won the day and saved the Army of the Cumberland from threatened annihilation. At Mission Ridge the young captain headed his company, and marched with them into East Tennessee to the relief of Burnside; he went uninjured through the battles of the Atlanta campaign, Rocky Face Ridge, Resaca, Rome, New Hope Church, Kenesaw Mountain, Peach Tree Creek, and, in short, all the engagements that finally led to the surrender of Atlanta. That result attained, Captain Hamilton turned with his command to follow Sherman in his historical march to the sea, and with it was where the fight raged hottest in the battles of Bentonville and Avereysboro, two of the latest, as well as the most closely contested engagements of the war. He also participated with his old comrades in the grand review at Washington when peace was declared, and his occupation, like that of Othello's, being gone, he returned once more to Toledo to resume the studies which had been so rudely interrupted more than two years before. Once admitted to the bar, Mr. Hamilton entered actively upon the practice of his profession, and has been constantly so engaged since that time, having been for many years associated with Mr. J. D. Ford in the firm of Hamilton & Ford.

In 1867, Mr. Hamilton was elected prosecutor of the city police court, and in the following autumn county prosecuting attorney, a position he continued to occupy for the four succeeding years. From 1875 to 1879 he filled the position of city solicitor, and in 1887 was elected mayor of Toledo, and re-elected in 1889, declining to allow the use of his name as a candidate for a third term. Mr. Hamilton has always been faithful to his duties as a public official and has retired from the various positions of trust and honor which he has held with a record that is irreproachable. A man in the very vigor of physical and intellectual life, it is safe to say that the best part of his biography (aside from his army record) is yet to be written.



MR. H. H. CUSHING.

Some eighteen months ago, there came to Toledo from our neighboring City of the Straits, a genial, gentlemanly man, who evidently had just fairly started on his second quarter century, and announced his intention of opening a real estate bureau in this city. There were not a few who shook their heads doubtingly, but the brilliant success which the intervening time has developed has converted the skeptics and placed the gentleman in question in the front ranks of his calling.

Henry H. Cushing was born in Chicago in February, 1864, and evidently was endowed from the first with the energy of that wonderful city. His father, who was an officer in the regular army, died when his son was but seven years of age, and two years later we find him a page in the Senate at Washington, where, for the ensuing six years, he watched with boyish interest the various phases of national legislation. Soon after leaving the Senate, young Cushing went to Ann Arbor, where, for four years, he laid the foundations of a liberal education, going, at the completion of his schooling, to Detroit. Prior to this he had been offered a seemingly desirable position in one of the departments in Washington, but wisely decided that there was no future in a Government situation, however flattering. In Detroit he soon selected the real estate field as one most suitable to his bent, and subsequent results have shown that the choice was a fortunate one. Coming to Toledo about the beginning of 1891, Mr. Cushing launched boldly but judiciously into operations in real estate, his principal business being



Photo by Van Loo & Trost.

the platting of acreage into lots, and at the end of the first year he had sold $80,000 worth of vacant lots alone, having expended in the meantime some $5,000 for advertising. And it may be remarked in passing, that to his ingenuity and enterprise in this direction no small part of his success has been due. Mr. Cushing is an earnest student of all that pertains to the handling of real estate, from the standpoints of both the seller and the buyer. He was the only representative from Ohio at the meeting of the National Real Estate Association, held at Nashville in February last, when he was elected a member of its Board of Control. Socially, Mr. Cushing is one who will always attract friends, and quite naturally is sought by organizations of a social character. A "D. K. E." in college, he has since been enrolled as member of the Detroit Athletic Club, the Toledo Club, the Outing and Bicycle Clubs, and has quite recently made application to the Loyal Legion. It is among such men as he that our most substantial and honored citizens are to be found in the not far distant future.

MR. J. P. McAFEE.

In these days of keen competition in business, the man who crowds past his fellows and secures a front position must indeed be possessed of more than an average amount of ability and display more than a usual amount of energy and push. In no avenue of business life is the competition so close and the class of men engaged in it so wide-awake, active and keen edged as in that of Life insurance. Indeed, the curriculum of a life insurance

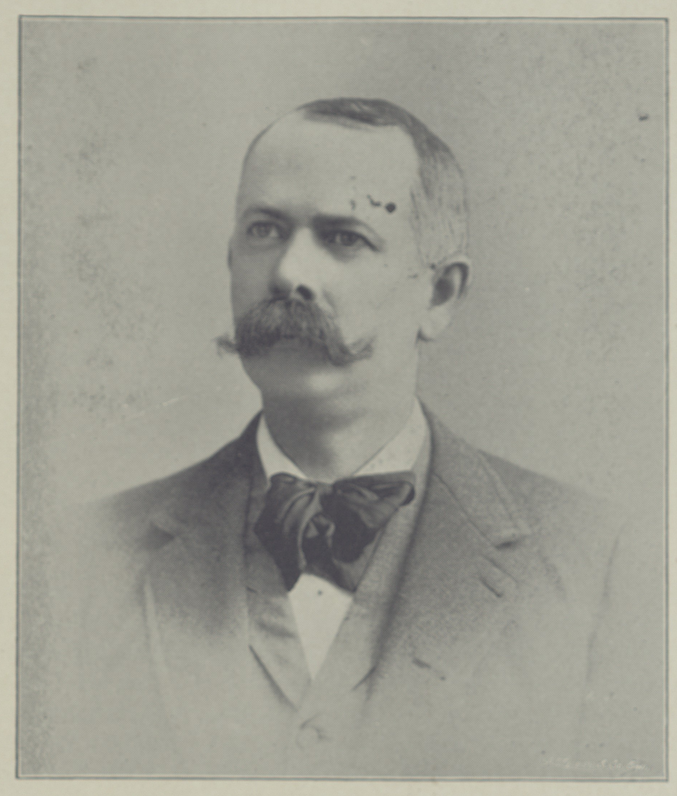


Photo by Van Loo & Trost.

agent is one of the most complete of any profession, and when a man has reached a degree in business sufficiently high to be a successful man in this broad and extensive line, he has passed the point demanded for success in most other professions.

But to the subject of this sketch. J. P. McAfee is known to the business men of Toledo as having made a success of the Life insurance business far beyond that of most men engaged in that line. He is yet a young man, and born in 1850 at Zanesville, O., he is a genuine "Buckeye" and proud of it. At the age of seven he went with his family to Fort Recovery and for the next eight years spent his time in solving the mysteries surrounding a district school. When fifteen years old young McAfee yearned for a better education and was sent to Liber college at Portland, Ind., for one year, and then went to Ridgeville college, Ridgeville, Ind., to complete his studies, but while at school there he was offered a position in a bank which he accepted, and for six years filled the position of cashier with much of credit and value to himself and to the profit of his employers.

About this time there appeared in the foreground of Mr. McAfee's life a bright scene located at Celina, O., and that he might be the nearer the spot made dear to him by circumstances with which every young man is familiar, he decided to open up a general fire and life insurance business at that point. In 1875 he was married to a charming young lady of Celina, and there the home of Mr. and Mrs. McAfee was established, proving a pleasant and profitable one for some ten years. In 1885 Mr. McAfee's special ability was recognized and he was called to broader fields of duty by having tendered to him the position of general manager of the Union Central Life Insurance company, with headquarters at Toledo.

As stated at the beginning of this article, Mr. McAfee has met with signal success since he cast his lot with this company, and has built up a business of which any man might well be envious.

In the last three years the Toledo office, under Mr. J. P. McAfee's management, has written upwards of *one million dollars of life insurance per year.* This is indeed a grand business showing.

Mr. McAfee has forty men in his employ and his general agency includes Northwestern Ohio and Northeastern Missouri.

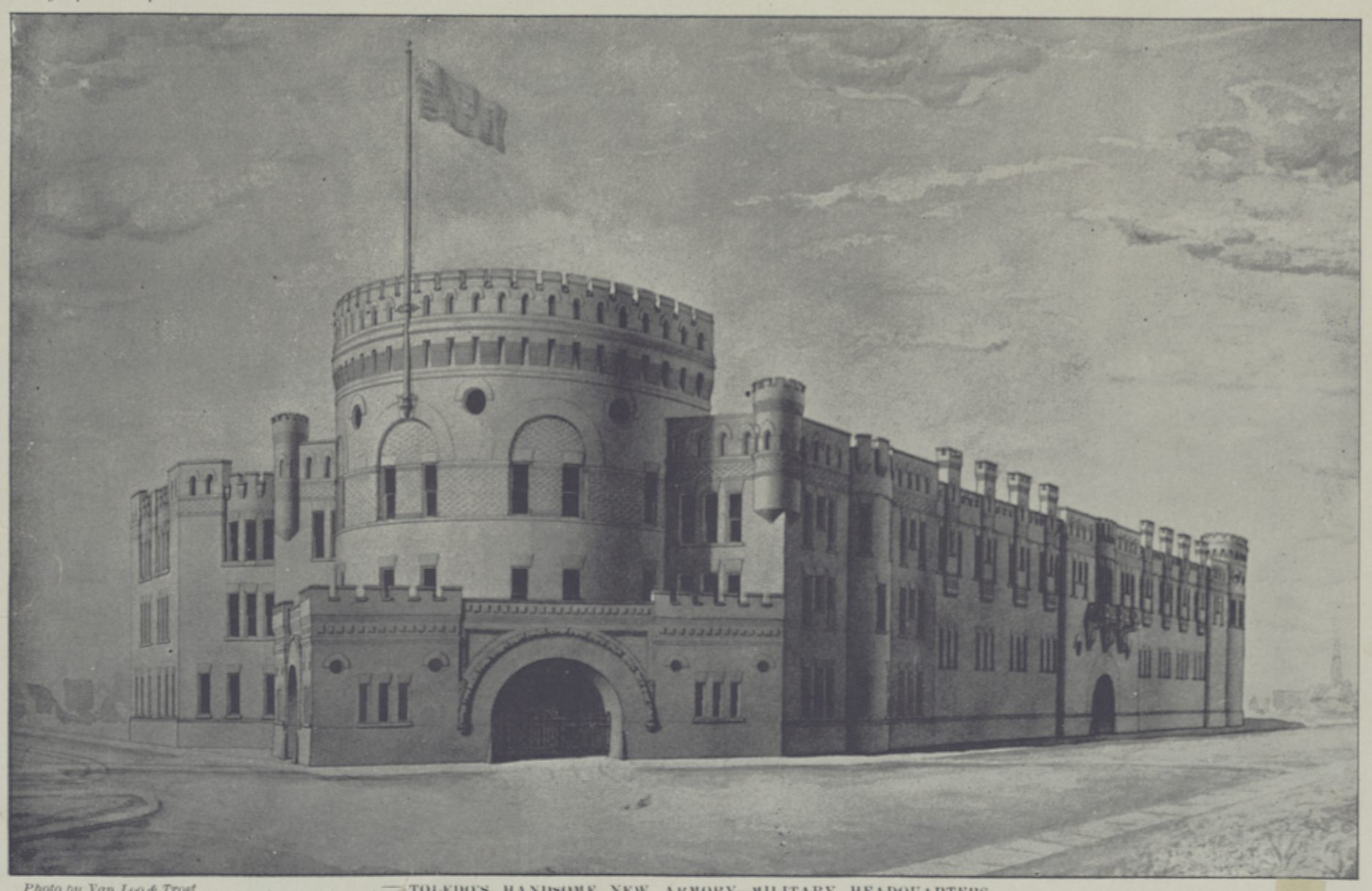


Photo by Van Loo & Trost.

TOLEDO'S HANDSOME NEW ARMORY—MILITARY HEADQUARTERS.

A Legend of the Maumee Valley.

As almost every one knows who is at all familiar with the valley of the Maumee river above Toledo, there are many delightful spots along the banks where the tourist may wander amid scenes where much history has been made and where there are still reminders of fierce battles between the Indians and the early inhabitants of this section. There are cosy nooks and pretty banks where the stream touches close to grassy slopes and comes up to the shadows of the trees, and it is often my delight to pass a summer hour in some of these spots, surrounded by the idle hum of bees, or to watch the butterflies drift idly by, or to be soothed by the song of birds as they flit from limb to limb in the trees above.

Not long since, of a summer day, when the sky was blue above and the air clear and bracing, I was resting from a tour by wheel in just such a spot. I had passed the ruins of the old fort, Miami, which once frowned across at Meigs, and whose wasted battlements still indicate where the great cannons peered out at the Americans on the opposite bank. On up the river I had gone; past Turkey Foot rock, which is reported to mark the spot where the Indian chieftain by that name was laid after he had vainly opposed the troops of his enemies; on past the pleasant farm homes and peaceful vales, sleeping as though they had never known war, until I came to where, as indeed every one knows, there is a spot on the river, where, in the coldest winter, ice never forms.

Dismounting, I rested my wheel against a tree trunk and laid myself down to rest on the soft grass and moss beneath. The sun was shining brightly; the cattle were standing beneath the shade of trees, not to escape the heat, for it was a perfect summer day and the sun rays did not burn, but from very force of habit, as it seemed; the birds were silent and there was silence save for the rippling waters before me, and an occasional call of some deserted bird to its absent and wandering mate.

Closing my eyes, I was indulging in one of those most delightful experiences, a day-dream, when I was aroused by a slight touch on my shoulder and, sitting up, I saw a strange-appearing individual at my side. He was, I should suppose, a man of thirty or perhaps thirty-five years of age, and garbed in a costume wholly unfamiliar to me. His pleasant face bore a mustache, trained to a sharp point on either side, while on his chin, also trimmed down to a sharp point, was what we know as a goatee. There were no gray hairs in the abundant locks which fell in graceful curls from either side of his broad, high forehead and covered the collar of the peculiar coat he wore. This was apparently made from the skin of a deer, but of this I could not be certain, as I am not at all familiar with these animals, they having abandoned these parts while I was as yet unknown to the world. But from the grayish color of the hairs which clung to the skin, and from the white spots with which it was interspersed, I was convinced that his upper outer garment was made from the "dun deer's hide." His head was crowned with a half hat, half chapeau, from behind which there fell a flowing feather to his shoulders. His nether garments were such as those I was familiar with when a school lad and which appeared in the school books of those days in company with selections from the tales of Cooper. On his feet he wore veritable Indian moccasins, such as must have clothed the feet of Tecumseh or Pontiac when they roamed this very valley. In his hand, he leaning on it for support, was an old-fashioned, long-barreled rifle, such as the scouts of old carried, as we are told, and taken altogether he reminded me of the pictures to which I have before referred and which set forth in detail the accoutrement of those half-Indian, half-white-man beings who, abandoning the centers of civilization, sought among the forests and amid the aborigines that freedom and relief from restrictions which their nature demanded.

All this of my mysterious visitor I took in at a glance, and in answer to my look he inquired of me in a soft voice, and with an unmistakable French accent which I shall not undertake to give, my object in loitering there. I informed him that I was merely resting and that my mind had been busy conning over the legend connected with the particular portion of the river before us, where it was reported on the most undoubted authority that ice never formed over a spot but a few feet in extent.

"Yes," said my strange companion with a sigh, for by that time he had gracefully seated himself by my side, "I witnessed the



CANAL LOCK AT GRAND RAPIDS.
Photo by M. A. Martin, Toledo Camera Club.

events which led up to the catastrophe of which you of this day see the lasting result. It was just after the French priests had come into this country and when these banks were lined with wigwams, and wild animals roamed hereabouts with only the restraint imposed by the needs of the Indians. I was the younger son—you see I speak in the past tense, for I am aware—as you must be—that I am not of the present time, and was sent out into the new world to try for my fortune." (I must confess that I involuntarily retreated from what I now knew was a ghostly visitor, but at this he only smiled a rare sweet smile and continued:) "I was young, enthusiastic and, if I do say it myself, a not uncomely youth. My parents supplied me with a fair amount of cash, and with this and youth and courage I bent my steps toward the new world. And it was a new world then! No electric cars, electric lights, screeching locomotives, rough paved streets or political campaigns. On every hand were great forests and wide plains, over which the Indian and the wild deer roamed.

"It chanced that the company of voyagers with whom I took passage from Quebec, and who were bound for the upper lakes to trade for peltries, had occasion to stop at this point, and here they remained for some time. I say they, for I did not continue my journey farther, and this is why. The sturdy chief who ruled over the tribes in this vicinity had a beautiful daughter, one who combind all the graces of a wildwood flower with the charms of the rarest hot house plant. She was just past eighteen and had of course many lovers, for her father, Chebance, was not only the chief of the tribe but also possessed of great riches as they knew them. He was a noble man, although you might consider him a rude barbarian did you not know him. According to the rules and traditions of his people, it was his to choose whom his daughter should marry. There were two suitors for her hand, both endowed with the attributes calculated to win admiration from a susceptible female heart. They were brave, handsome, strong; capable of great endurance on the march or in battle, and indeed each wore at his belt scalp-trophies of his prowess in hard-fought fights. So far as the maiden Meemee (the Dove) was concerned, she confessed to me, for I had acquired a familiarity with the Indian speech, that she preferred Muckcutawong, while her father inclined to favor the other, Peway. Between the two, as is usually the case when men are lovers of the same woman, there had arisen a feeling of deep hatred, which they expressed in all possible manner. Each would vaunt his own prowess and relate with unction the brave deeds he had performed, the bears he had slain and the tortures he had endured when in captivity. Fearing her powerful parent, who was also uncle to both, they had maintained a sort of armed



BIRD'S-EYE VIEW OF PUT-IN-BAY FROM THE PARK TOWER.
Photo by McKecknie & Oswald.

suspension of hostilities, although each hoped to catch his rival napping and then to take his life.

"Shortly after my advent, it might have been a month or two," continued my narrator, "the fish began running up the stream and the Indians were busy catching the trout, whitefish and sturgeon which at that time abounded in these waters. One day, it was in early spring, it chanced that the two rivals were each engaged in fishing in almost the identical spot where is now located the mystery of which you were speaking. They were spearing the fish, and for that purpose had waded out into the stream without observing each other, until, just as they came to the point you have mentioned, they came together. Each wished to fish just there and neither would give way, and as, by that time, the entire tribe had noticed the two enemies approaching each other, the banks were lined with an interested audience. Among them was the father of the object of their contention, and at his side stood his daughter. I of course was also of the throng. It was plain that neither would give way, and that not only was there to be settled who should claim precedence to the right to fish, but also who should have the chieftain's daughter.

"The two young athletes approached each other slowly, each determined to maintain his position and to sustain his oft-repeated claims as to superior prowess, particularly as they were to contest before the eyes of the assembled tribe, and the maiden they both hoped to win.

"Stripped to the waist, and having no weapon but their fish spears, they pushed their way nearer and nearer to the point they mutually wished to attain, each resolute not to yield to the other.

"Cautiously, stealthily, warily they drew nearer and nearer yet, until they were within a few feet of each other, when Muckcutawong crouched slightly and poising his spear, launched it at his rival, giving the warwhoop of his tribe as he threw. But Peway was ready and caught the spear on the iron-wood handle of his own, and for a moment we thought the battle was ended and that Peway would easily dispatch his opponent. But even as he gave a shout of triumph and as Muckcutawong, folding his arms, calmly awaited the thrust, the rock on which Peway was standing being covered with moss, his feet slipped, he threw up his hands, and, in regaining his balance, lost both spears which sank to the bottom. It was then a war of nature. Each was young, athletic and full of courage, and without waiting a moment they precipitated themselves at each other's throats.

"Perhaps I did not mention that I stood by the side of Meemee? No? Well, she involuntarily drew in a sharp breath, as the youths began their fight, as what maiden would not, even though inured to scenes of blood from infancy. All were so interested that I presume none observed her hand resting on my shoulder; I was myself scarcely aware of it until she took a firmer hold of my arm as the two young braves toiled to thrust each other deeper in



Buttonwood Island—View of the Spot Where the River Never Freezes.
Photo M. A. Martin, Toledo Camera Club.

the water. It was a trial of strength, and as they were equally matched, the result was a matter of doubt. Retreating, pushing, wrestling, clutching and bending, we could almost hear their deep breathing as they made the water boil with their exertions. At that time the water was much deeper than it appears to be now, three or four feet I should presume, and it was easy for even a grown man to get in over his depths.

"It was a matter of custom that where two braves laid claim to the same maiden and thus came together in contest that the winner was entitled to the hand of the fair one, and I am free to confess that my interest was more than mere idle curiosity. But let that pass. The contest continued for what seemed to me hours, but which I suppose was but a few minutes, when Muckcutawong gained the ascendancy over his opponent and seemed likely to thrust him beneath the flood and shortly end the struggle.

"It was just then that the climax came. Meemee, shuddering at an outcome not to her wishes but from which the laws of her people admitted no escape, turned and threw herself into my arms, hiding her head on my breast and sobbing and moaning her sorrow.

"For an instant all was turmoil. Her father, readily understanding the situation, and aware from her actions that her heart was with neither of her dusky lovers but had been given to the pale face, sternly gave the signal to the contestants to desist from their warfare, but just as they heard his voice and look around, they saw in the sunlight the woman for whom they had been desperately fighting, resting her head on the bosom of a foreigner, and within an instant both had dropped into the water and sunk from sight.

"All was confusion. Hasty efforts were made to recover them ere life was extinct. Myself and Meemee were placed under guard. The water was searched vigorously, but without avail, and finally the attempt was given up in despair and attention turned to us.

"Meemee confessed to her father that she loved the pale face, and I in turn was not slow to affirm that she was the one woman in the world for me. The wise men of the tribe were called in and gave the matter their attention. It was the first time any Indian woman had given her affections to a white man, and there being no precedents, they were at a loss to decide how to act. At last they concluded that it was the will of the Great Manitou and we were permitted to marry, the Medicine men agreeing that the death of the two rivals had been caused by evil spirits which had caught and dragged them to the bottom, and that if there was any wrong in our uniting our lives, these two had expiated the sin.

"We lived happily for many years. Our home was just above on the river bank, and there I have passed many happy hours. As the winters came and went it was observed that ice never formed over the spot where Muckcutawong and Peway had gone so strangely, and so entirely disappeared, and it was decided that they had been so unfortunate as to fall into the clutches of the inhabitants of the nether world and that the orifice through which they had sunk remained open and the water was thus warmed as it passed above. Would you like to see where our cabin was located?"

Bewildered, I assented and arose to comply, but when I was on my feet the form of my loquacious visitor had vanished and nothing remained but the pleasant valley of the Maumee before me and the idle river drifting on to the lake.

To this day I am not able to decide how my informant came nor whither he went. But the water still remains unfrozen over the spot in the river, as any who are curious can see, of any winter day when the ice is formed and the river silent running beneath.

C. Pacaud.



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The Toledo and Ohio Central Railway.



SHIPPING SCENE AT T. & O. C. R. R. DOCKS, TOLEDO, O.
Photo by E. L. Griffith.

Toledo's railway facilities, which have long enjoyed a national reputation, are constantly undergoing extension and improvement at the hands of the sagacious and far-seeing men who are concerned in their management. Not the least progressive among the systems of which our city has every reason to be proud is the great north and south railway whose admirable terminal facilities within her borders are so well illustrated on this page. The lines composing what is known as the "Ohio Central System," including the Toledo & Ohio Central, the Toledo, Columbus & Cincinnati, and the Kanawha & Michigan railways, have their northern terminus and general offices in this city. These lines run in a southeasterly direction through the center of the state, crossing the Ohio river at Point Pleasant, W. Va., thence following the Kanawha river to Charleston, W. Va., at which point connection is made with the Chesapeake & Ohio railway by means of barge transfer.

A large force of men is now engaged in constructing the line beyond Charleston to the vicinity of Kanawha Falls, where the Gauley and New rivers unite to form the Kanawha. At this point direct connection will be made with the Chesapeake & Ohio railway by bridge. This will give the Ohio Central Line an unbroken connection by the most direct route for passenger and freight to Lynchburg, Richmond, and the seaboard at Newport News and Old Point Comfort, Va., Washington, D. C., and all principal points South and Southeast.

The Kanawha Dispatch Fast Freight Line operates over the Ohio Central system, and offers the shippers in this vicinity the most direct route to the Virginias and Carolinas and the large territory tributary to the Chesapeake & Ohio railway, the Richmond & Danville and Piedmont air line systems.

The coal interests of this line are among the largest and most important in the West, since it passes through the center of the Hocking field, and the tonnage of Ohio Central coal from this source, which is very heavy and constantly increasing, is distributed through the states of Ohio, Indiana, Michigan, Illinois and Canada, and to the West and Northwest by lake, as well as all rail via Chicago and Peoria.

The Kanawha & Michigan railway also gives an additional West and Northwest outlet for the celebrated West Virginia splint coals, and the coking coals of the Kanawha and New river districts, the demand for which is steadily increasing.

The Ohio Central lines reach the vast lumber interests of West Virginia, centering along the Kanawha valley, and by means of their connections furnish an outlet to the West, North and East for a large and rapidly growing lumber trade, especially in West Virginia poplar. Along the head waters of the Gauley, the Elk and the New rivers, and the smaller streams tributary thereto, lie vast forests covering no inconsiderable part of the state, which for many years to come will furnish a large tonnage to the railways of West Virginia. The natural point for the manufacture and distribution of the lumber tributary to this region i[s] at Charleston and other West Vi[r]ginia points in the immediat[e] vicinity located along the Kanawh[a] river. The Ohio Central lines ar[e] admirably placed to control th[e] distribution of a very large shar[e] of this important and rapidly de[-] veloping trade.

The discovery of natural gas and oil in Northwestern Ohio, gave to the Toledo, Columbus & Cincinnati railway an importance little dreamed of by its projectors. This road runs through the center of the Ohio gas and oil fields, and shared very largely in the extraordinary development of this region. Nearly all the iron, and many of the glass industries of Findlay, are located along its tracks, and furnish a large inbound and outbound traffic, which with the natural increase in passenger business, soon placed the Toledo, Columbus & Cincinnati railway among the most desirable properties in the state. To open up additional routes for this field, as well as to make tributary to Toledo the territory south of Findlay, the line was constructed southward to Kenton, to a connection with the "Big Four' and Erie systems, and with the Pennsylvania company at Dunkirk.

At a recent meeting of the directors it was decided to extend the line southward to Columbus. The work will be commenced on this extension at once, and the line completed not later than June 1, 1893. This will give the Ohio Central another line between Toledo and Columbus, passing through the richest and most productive portion of the state, free from heavy grades, and as short and direct as any route between the two cities, and connecting at Columbus with outgoing lines for all points of the compass.

The general offices of the Company are located in the St. Clair building, near Madison street, Toledo, with the exception of the president, Stevenson Burke, whose headquarters areat Cleveland. The remainder of the general officers are: James M. Ferris, General Manager; Thomas M. Peelar, General Superintendent; Moulton Houck, General Passenger Agent; and Hudson Fitch, General Freight Agent.

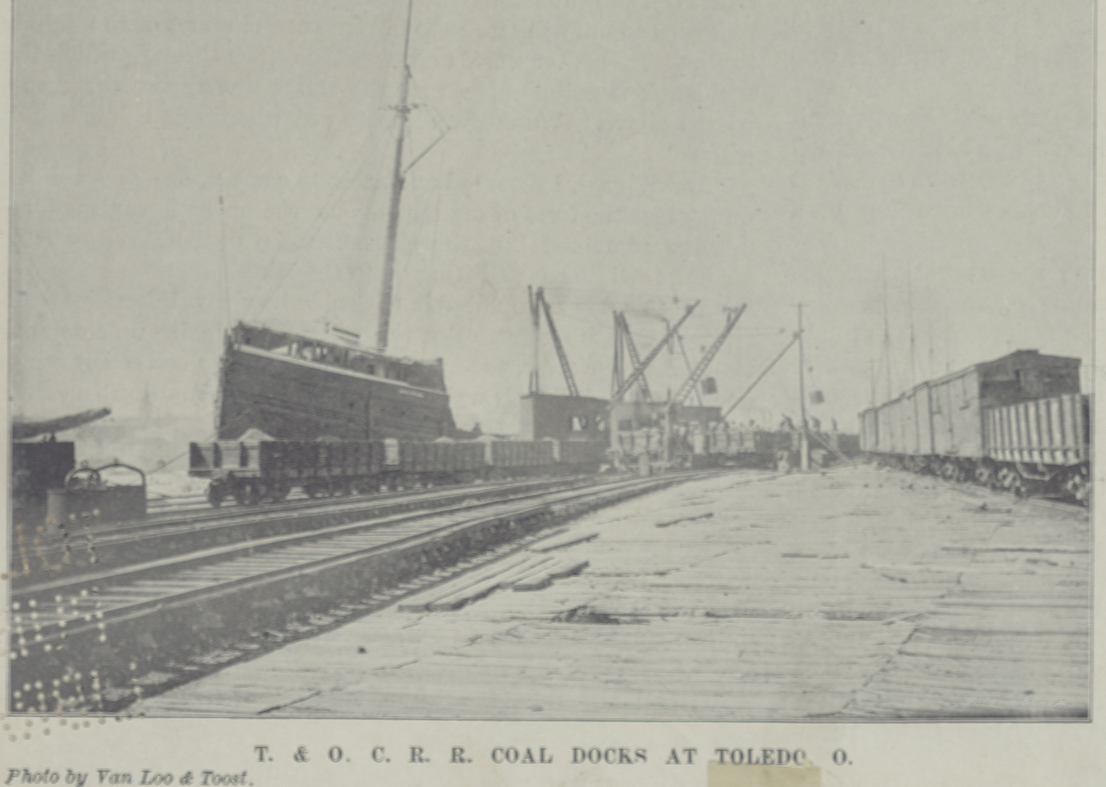
The "half-tone" illustrations accompanying this article give the reader a pretty fair idea of the immensity of the T. & O. C. dock and terminal facilities at Toledo. They are from photographs taken under the direction of Chief Engineer Clifford Buxton, one of the most experienced, thorough and reliable men in the engineering department of the railway service of this company.



LOADING COAL AT T. & O. C. R. R. DOCKS.
Photo by E. L. Griffith.



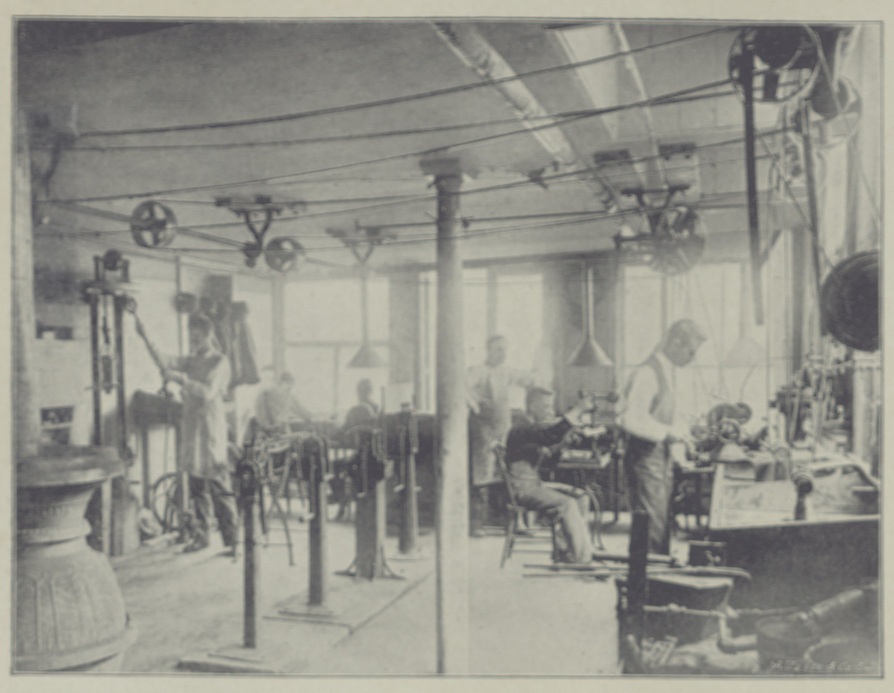
VIEW OF THE COAL AND IRON ORE DOCKS OF THE T. & O. C. R R., AT TOLEDO.
Pho'o by Van Loo & Trost.



T. & O. C. R. R. COAL DOCKS AT TOLEDO, O.
Photo by Van Loo & Toost.



IRON ORE DOCKS T. & O. C. P.. R., TOLEDO, O.
Photo by Van Loo & Trost.



Interior View of Roulet & Armstrong's Jewelry Manufacturing Department.
Photo by C. L. Lewis.

ROULET & ARMSTRONG.

One of the best known manufacturing jewelry establishments in the west is located right here in Toledo, where since 1880, Messrs. George U. Roulet and Edward P. Armstrong have been giving their personal and united attention to building up a permanent manufacturing jewelry business in Toledo. That they have succeeded, a glance at the "half tone" engraving herewith proves more conclusively than words. The firm employs seven men constantly and manufacture all kinds of jewelry, making a specialty of diamond mountings and emblematic goods of all kinds. Their display of badges, made by them in honor of the "christening days" of their present enlarged and commodious quarters, at 321 Adams street, will be remembered by all who saw it as the most extensive and varied they ever gazed upon. This firm's motto from the first has been to *fully meet all representations* made in the business, and on this foundation rock theystill solicit business, because *it pays* to do so. In their new quarters they have a ground floor retail room where they can the better accommodate those in search of diamonds or precious stones of every kind and character, loose or mounted, as well as jewelry of all kinds.

Their manufacturing department is located in the basement where they have a large room extending through to St. Clair street.

Of the personel of the firm, Mr. Roulet was born in Hoboken, N. J., in 1857, coming to Toledo 25 years ago, soon thereafter engaging in jewelry manufacturing. He occupies a prominent position as a Frater and in the military, where his success in building up and maintaining "Battery D" has been phenomenal.

Mr. Armstrong was born at Ottawa, Canada, in 1858, coming to Toledo some 20 years ago, shortly after engaging in the business of manufacturing jewelry.

The firm find a ready market for their products in New York and Chicago, the jobbers of these two cities taking all they can turn out, especially in diamond mountings.



RESIDENCE OF MR. SAM. T. FISK, COLLINGWOOD AVENUE.
Photo by Van Loo & Trost.



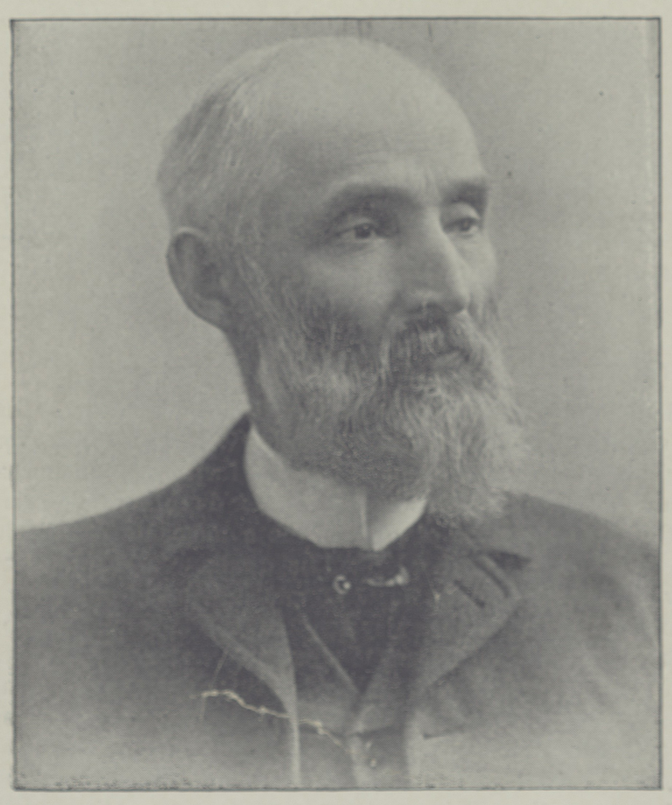
RESIDENCE OF MR. A. J. RUMMEL, COR. BANCROFT STREET AND PARKWOOD AVENUE.
Photo by Van Loo & Trost.



THE HENRY PHILIPPS SEED & IMPLEMENT COMPANY.

The president of this company, Mr. Henry Philipps, Sr., has an unbroken career of nearly forty years in the seed, agricultural implement and carriage business, establishing himself in this line in this city in 1852, at a time when Toledo was but a village, and growing as the city has grown prosperous and substantial, and to-day, as always in the past, recognized as one of Toledo's most generous and public-spirited citizens. In February, 1888, the firm became merged into the stock company bearing the name of The Henry Philipps Seed & Implement Company, Henry Philipps, Sr., president; Henry J. Philipps, secretary; W. T. Philipps, vice president; P. A. Philipps and Herman Philipps, directors, making one of the most unique corporations in North America and justly known as one of the most reliable concerns in this country. Any order for seeds filled by The Henry Philipps Seed company is sure guarantee of excellence in quality and satisfaction to the purchaser.

In addition to carrying seeds of every known variety, this company keeps in stock an extensive assortment of wagons and carriages of different styles, which many years of experience in handling enables them to place upon the market with an assurance of value to the purchaser that always brings the reward of satisfaction to both the firm and the buyer.





McKECKNIE & OSWALD.

The firm of McKecknie & Oswald, who are well and favorably known throughout Northwestern Ohio as photographers of exceptional ability and extensive experience in the business, is composed of W. E. McKecknie and J. W. Oswald. The character of their work and the high standing of excellence they have attained can be readily determined by an inspection of some of the finest views which bear their imprint and ornament the pages of the "Midsummer edition" of the SUNDAY JOURNAL. No more tangible and satisfactory proof of their artistic ability could be offered, nor none stronger would be asked for by any one who is looking for first-class work in their line.

Mr. W. E. McKecknie.

Mr. W. E. McKecknie, the senior member of the firm, whose portrait accompanies this sketch, entered upon his career as a photographer thirty-five years ago at Dayton, O., as a pulpil of Lewis Seboaim, an artist of unusual ability and extensive experience in photography in all its branches, who was afterwards sent by the government to the Republic of Chili. Mr. McKecknie followed his chosen vocation for some considerable time in Dayton where he met with good success, after which an opening for an artist of merit presented itself in Middletown, O., where he located and gained for himself a high reputation. After a successful career in Middletown the fame of Toledo as a growing city reached him, and believing it to be a better field for his business, he determined to locate in this city, and accordingly removed here with his family in 1872. He has been an honorable, upright and trustworthy citizen, and gives character in an eminent degree to the firm of which he is the head.

Mr. J. W. Oswald.

The subject of this sketch was born at Ashland, O., on October 5, 1842. In June, 1861, he joined the famous Twenty-third Regiment, O. V. I., and after serving three years was honorably discharged in 1864. He then went to Cleveland, O., where he entered the studio of the noted artist Schwerdt (now of Chicago) until January 1, 1865, when a partnership with the late A. C. North was formed. The firm of North & Oswald, photographers, began business in Toledo on January 1, 1865, Mr. North attending to the photographic work, while Mr. Oswald looked after the business in the crayon, India ink and water color departments, a position which he holds in the present firm. For eighteen years the firm of North & Oswald did the leading photographic business in Toledo. In 1882 Mr. Oswald sold his interest in the firm to his partner, Mr. North, and in the same year purchased a half interest in the gallery of W. E. McKecknie, then located on Summit street. Since that time Mr. Oswald has given close attention to the business in his departments, and by his natural artistic skill and acquired ability has materially assisted in building up a very large business. He is one of Toledo's most reputable citizens, urbane and courteous, a gentleman whom it is a pleasure to meet.

The gallery of McKecknie & Oswald is located on St. Clair street, opposite the Steadman monument, where they have one of the finest studios to be found anywhere, equipped with the latest appliances. They have the only ground floor gallery in Toledo, and having two operating rooms are prepared to make photographs that are unexcelled for artistic excellence and beauty of finish, besides being correct likenesses of the subjects represented.



One passing through the busy Summit street square lying between Madison and Adams streets, cannot but be attracted by a handsome modern building, standing out prominently amongst the "landmarks" that adorn that square. This is the building recently rebuilt and refitted by Mr. J. J. Freeman, the jeweler, and which is illustrated herewith. Stepping inside one stands upon a beautiful tile floor extending back to the Art Department, which is slightly raised above the main floor, and covered with a rich moquette carpet. On the right is the watch repairing department, employing the most skilled workmen, under the charge of Mr. Christiancy, who has been with this house since its foundation. Upon the left a beautiful oak mantel aids in displaying a choice selection of rich brac-a-brac, pottery, clocks, etc., of which Mr. Freeman carries a complete stock. Passing on into the body of the store, one is surrounded by massive show cases, in which are tastily arranged the many novel wares in watches, gold and silver jewelry, sterling and plated silver goods, clocks, ornaments, bronzes, etc. Special attention is here called to "the best watch in the world," made by Patek, Phillippe & Co., Geneva, Switzerland, Mr. Freeman being their exclusive agents for Northwestern Ohio. The diamond case is now reached and one cannot but be impressed by the brilliant light which falls directly upon this case from a large skylight immediately above. By this means the rich collection of gems is displayed as by open daylight at all times. Stepping up into the Art Room one is lost in admiration as the many pieces of marble, artistic bronzes, lamps, tables, vases, pedestals, etc., surround us on all sides. In a cosy little nook to the right is the Stationery Department, of which this house makes a specialty. Many fine specimens of engraved wedding invitations, cards, embossed paper, die work, etc., adorn the walls, and conveniently arranged are the beautiful selections in fine correspondence papers. A new importation of Marcus Ward & Co.'s Belfast Irish linen papers were being opened as we passed. This department is under the management of Mr. N. E. Hascall, son-in-law of Mr. Freeman, and his confidential clerk and manager, a gentleman whose many years of experience in this particular branch of the business fits him to conduct this department satisfactorily to the public, who can rely upon getting the proper things at the proper time here. Beyond this department is the office and vault. The engravers and repairers, now on the second floor, are reached by speaking tubes and elevator.



The ceiling of the entire store is studded with myriad incandescent lights, covered by glass globes, while additional light and beauty is found in three handsome electroliers, made to order for Mr. Freeman by the Central Chandelier Co. Upon the whole, as one passes slowly out—wishing we might spend an entire day in this beautiful and instructive place—we feel it but justice to remark that this is indeed a progressive and complete jewelry store, and in the fifteen consecutive years of business—Mr. Freeman being the oldest established house on Summit street—there has been no idle time, but that he has been at all times up to, perhaps a little in advance of the times.

VIEWS OF THE EXTERIOR AND INTERIOR OF MR. J. J. FREEMAN'S JEWELRY STORE.
Photo by McKecknie & Oswald.

I. H. DETWILER & COMPANY.



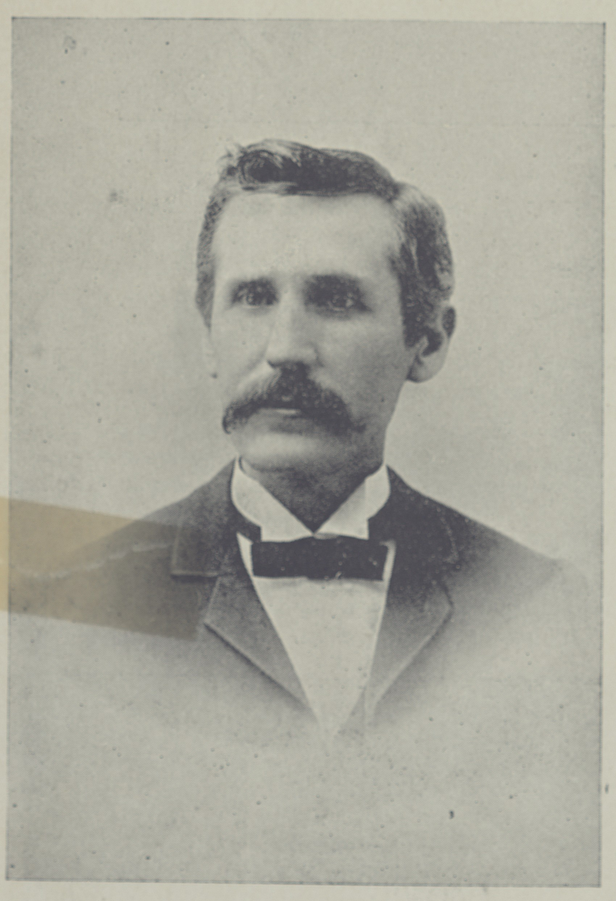
GENERAL OFFICES I. H. DETWILER & CO., REAL ESTATE AND LOANS, AND THE TOLEDO LOAN CO.
Photo by McKecknie & Oswald.

The leading real estate, loan and insurance agency in Toledo, whose organization dates from 1872, has had a remarkably successful career, covering a period of twenty years.

The firm for seventeen years was composed of Isaac H. Detwiler and his two sons, A. K. and George K. The father having died in 1889, the business has since been carried on by the sons under the old firm name, and has constantly grown in magnitude from year to year, until it is safe to say that the annual aggregate of their business is more than twice that of any other real estate firm in this city.

In the year 1886 the Toledo Loan Company was organized by Mr. A. K. Detwiler of this firm, and of which he has been Secretary ever since. This Loan Company is the pioneer institution of its kind in Toledo, and has been successful from the start, reflecting much credit upon its competent and efficient Secretary.

The firm of I. H. Detwiler & Co. occupy a commodious building on St. Clair street, next to the Postoffice, and to which has recently been added an extension of forty feet in the rear to give more office room for the various departments of their business. They employ their own draughtsmen and have an office force of fifteen persons. To give the reader some idea of the volume of business done by this company since its organization, it is only necessary to say that they have platted and handled upwards of forty additions to the city of Toledo. Under their extensive operations in real estate the growth of the city has been largely increased—a growth that has been steady and substantial—materially augmenting the wealth and population of Toledo. This firm was the first to adopt the system of loaning money to purchasers of lots to enable them to build their own homes, and they were also the pioneers in the business of erecting houses to suit the wants of purchasers. In this branch they have been eminently successful. and have at the present time between forty and fifty houses under construction for their customers. They erect upwards of two hundred dwelling houses per year, this number attesting the popularity of this branch of their business. Among the more recent and important real estate transactions are the Fitch tract of two hundred acres, a large percentage of which has been disposed of, and where but recently was unoccupied territory many beautiful cottages and handsome dwelling houses now ornament that portion of the city, which has become a desirable place for a home. The Scottwood and Norwood syndidates were both under the direction and management of I. H. Detwiter & Co. That they have been important factors in the development and growth of the city is apparent to any one who consults a map of Toledo showing the additions that have been platted by them. No stronger proof of their success than this could be offered, and none more tangible and conclusive would be desired by any one who wished to satisfy himself on this point. Their success has been due to a thorough knowledge of the business, indomitable energy, push and enterprise.



MR. V. JAY HILLS.

The fine display of half-tone engraving contained in this supplement will attract a great deal of attention on account of its perfection and beauty. This art requires great skill in the manipulation of the process while in its results it is far superior to the process heretofore used in this line of work. Mr. Hills, whose portrait is here given, has just located in the city and established a plant at 417 Summit street. His knowledge and experience in this line of work entitle him to a liberal patronage in the engraving business. Mr. Hills has also been identified with the newspaper fraternity, was editor and publisher of a monthly periodical for several years, is an artist of reputation and much devoted to literary work of a religious character, and is noted as a public speaker and writer.



Middle Bass Club House, Lake Erie in the Foreground.
Photo by McKecknie & Oswald.



RESIDENCE AND OFFICE DR. HOLLISTER.
Photo by Van Loo & Trost.



THE WHITAKER & KIRK HARDWARE CO.

The great and all-absorbing question with the fisherman, after he has equipped himself with the finest and truest tackle, is "Will he rise?" From the illustration given above it will be noted that the fortunate, but unseen individual who manipulates this rod has no occasion for doubt on this score, and that he is in the very enjoyment of one of those moments of blissful anxiety which are to be found in the borderland between pursuit and possession, and which every fisherman knows how to appreciate. And nothing, it may be added, contributes more to enjoyment of the fisherman's sport than the ownership of elegant tackle, such for example, as is manufactured by Messrs. Abbey & Imbrie, of New York, and sold in this city by their exclusive agents, the Whitaker & Kirk Hardware Co. The lover of piscatorial sport will always find here a full assortment of the best tackle of all kinds at moderate prices, a complete line of trout and bass flies, the celebrated Frankfort reel, and many other specialties. This company represents one of the pioneer firms of Toledo (established 1844), and was incorporated in 1891, with C. H. Whitaker as President; E. A. Kirk, as Vice President, and E. E. Kirk, Secretary and Treasurer. The firm also wholesales and retails general builders' hardware, mechanics' tools, etc., etc.



FACTORY BUILDINGS OF THE CONANT BRO.'S FURNITURE CO., ADAMS AND WATER STREETS.
Photo by Van Loo & Trost.



RETAIL SALESROOMS OF THE CONANT BRO.'S FURNITURE CO., CORNER SUMMIT AND ADAMS STREETS.
Photo by Van Loo & Trost.

THE CONANT BROTHERS' FURNITURE COMPANY.

The business of The Conant Brothers' Furniture Company was established in Toledo in 1871 by Messrs. W. N. and J. A. Conant. In 1885 the present company was incorporated, with Mr. W. N. Conant as President and Treasurer Mr. J. A. Conant retired shortly after this, and upon Mr. W. N. Conant and the present efficient Secretary, Mr. C. D. Lindsay, devolved the continuance of the successful business. The present Board of Directors comprise M. E. and M. C. Conant, C. D. Lindsay, Richard Waite and John B. Ketcham, 2nd.

It is not speaking wide of the truth when it is said that The Conant Brothers' Furniture Company is the most exclusive purveyors of fine furniture, mantels, interior effects in office and home furnishings, etc., in the state, for the entire country might with truth be embraced in the statement. As illustration of the extent and magnitude of the business of this company, may be mentioned the following public buildings which have been equipped by them: The Franklin county court house, Columbus, O.; Knox county court house, Galesburg, Ill.; Eaton county court house, Charlotte, Mich.; Monroe county court house, Monroe, Mich.; Seneca county court house, Tiffin, O.; Allen county court house, Lima, O.; Shelby county court house, Sidney, O.; Lancaster county court house, Lincoln, Neb.; Miami county court house, Troy, O.; Noble county court house, Albion, Ind.; Hancock county court house, Findlay, O.; Belmont county court house, St. Clairsville, O.; Pickaway county court house, Circleville, O.; Perry county court house, New Lexington, O.; San Joaquin county court house, Stockton, Cal.; Whatcom county court house, Whatcom, Wash.; King county court house, Seattle, Wash.; Los Angeles county court house, Los Angeles, Cal.; United States postoffice, Hannibal, Mo.; United States postoffice, Fort Wayne, Ind.; United States postoffice, Minneapolis, Minn.; Deseret National bank, Salt Lake City, Utah.; First National bank, Asheville, N. C.; Second National bank, Bay City, Mich.; Sturges bank, Mansfield, O.

In addition to the extensive industry involved in the foregoing, it may be mentioned that the company also sustain a high reputation throughout the land as producers of superior effects in both design and construction of wood mantels, and as dealers in marble, slate and iron mantels, polished brass fire-places, antique fire-places, enameled brick and tile fire-places, plain and artistic brass and bronze fenders and andirons, brass fire sets and stands, gas logs, imported and American art tile, tile facings, floor tile, etc. The Conant Brothers' Furniture Company are also widely and deservedly prominent as manufacturers of Conant's patent roller shelf book-case and patent filing boxes, furnishing special designs to order, and giving particular attention to contract work.

The founder of this establishment, Mr. W. N. Conant, died suddenly of pneumonia, at Los Angeles, Cal., in December, 1890. He was born in Camden, N. Y., and early trained in the art of furniture manufacture by his father, who was largely interested in that branch of business, continuously manifested that signal ability and business acumen which distinguished him through life. Falling in the prime of life, regretted by all who knew and admired his sterling worth, the business which was his pride was so well and firmly established that it has continued under the direction of his efficient lieutenants on an uninterrupted course of flourishing prosperity. It is among the most extensive and best known of all the thriving manufacturing industries of Toledo, as is shown by the partial list of public buildings given above—a list which might be extended almost indefinitely. It is as well known on the Pacific coast and in the seaboard cities of the land as here in Toledo, where it had inception and has had continued and prosperous growth.

Appealing to the more advanced and æsthetic tastes of an intelligent and highly-cultivated community, it has been the aim of this company to at once bring to the public the best and most artistic service, and at the same time, by diligent attention to the laws of the trade, to so reduce cost as to offer to those in moderate circumstances the delight and satisfaction which spring from being surrounded with articles of high art and produced from the highest artistic standpoint.



MAUMEE PAPER CO.'S MILLS, MAUMEE, O.
Photo by McKeeknie & Oswald.

THE MAUMEE PAPER COMPANY.

One of the most progressive industries of Maumee is The Maumee Paper Co., which has been in successful existence for five years past, and employs 20 men. Indeed, the formation of this company and the establishing of their works at Maumee marked an era of business prosperity in the section of Maumee in which it is located, and being backed by the capital, brains and experience of well known Maumee citizens, the stability and permanency of this manufacturing plant was at once assured. There was no beating of drums, blowing of brass horns or torchlight processions present at the inauguration of this industry in Maumee. The gentlemen comprising the company did not come from abroad with extended palms, asking for donations for locating their splendid industry, but having the interests of the beautiful little burg on the banks of the charming river of its own name at heart, they established the business on a business basis and began the manufacture of paper as a matter of business, not sentiment.

The officers of the company are A. B. Coffin, president; W. S. Swan, secretary and treasurer; and E. B. Hini, superintendent, the latter one of the most experienced and reliable practical paper makers to be found anywhere in the country. Of Mr. A. B. Coffin, the president of the company, little need be said, as his substantial business record in Maumee, where he has lived for many years and his business associations in Toledo and near by business centers is such as to warrant the success of any undertaking with which he is connected. The duties of the management of the business, however, largely fall upon the shoulders of the efficient business man, Mr. W. S. Swan, secretary and treasurer, a gentleman engaged in the retail trade of Maumee for many years until his business experience and accumulated savings led him to the broader channels offered in the manufacture of paper.

The company manufacture straw, rag and manilla papers in both rolls and sheets, and find a ready market for the output of their mills in Toledo, Detroit and Cincinnati, though their specialties—colored tobacco papers and porous fly papers—are eagerly sought for by manufacturers in all parts of the country, especially in New York, Baltimore and Washington.



THE URSULINE CONVENT.

THE URSULINE CONVENT.

The accompanying illustration affords an excellent view of the buildings owned and occupied by the Ursuline convent of the Sacred Heart of Jesus, on the corner of Cherry and Erie streets, an institution which is of the highest rank in its educational facilities for the young. The origin of the convent dates back some 38 years, to 1854, when it was founded by the Right Reverend Amedeus Rappe, D. D., the first bishop of Cleveland. Its early facilities were of necessity somewhat limited, but in 1873 the legislature of Ohio passed an act of incorporation, giving it all the rights and privileges of a college. Since that time it has been recognized as one of the leading educational institutions of the church, not only in Ohio, but throughout the entire West. The aim of the Ursuline order being the instruction of young girls in piety, knowledge and becoming manners, every incentive to virtue, science and refinement is strenuously employed. The greatest attention is given to the religious training of the pupils; this feature, combined with the thorough methods of instruction and the unrivalled advantages of the musical department, renders the institution particularly worthy of the patronage of a discriminating public. The system of government adopted at the convent is such as to give the greatest feeling of confidence and security to parents at a distance who may commit pupils to its care. The discipline is mild, but firm and impartial, and so far as possible it is modeled after that of the private family.

For pupils from abroad who make their home in the convent, the scholastic year is divided into two terms of five months each, beginning respectively on the first Monday of September and the first Monday in February. The scholastic year of the day pupils is divided into four terms of eleven weeks each. The regular course of studies comprises eleven grades, of which the three highest constitute the collegiate course. This embraces a carefully-arranged scientific curriculum, and by regular attendance may be successfully completed in three years. An excellent preparatory department is provided for those who are not sufficiently advanced for the first year of the collegiate course. A very thorough and comprehensive commercial course, which covers a period of two years, enables pupils who may pass a satisfactory examination in the prescribed branches to secure the commercial certificate and receive the degree of master of accounts. The elementary departments, viz: the Grammar, Intermediate and Primary (each including two grades), are each completed in two years, unless the proficiency of the pupil warrants a more rapid progress. The Kindergarten attached to the Primary department is under the direction of a graduate of the American Kindergarten Normal school of New York city, conducted by Miss Emily Coe, the originator of the justly popular American Kindergarten system.

Perhaps the extended reputation which this institution enjoys may be better understood by noting that the list of boarders for the collegiate year just closed includes, in addition to representatives from many of the cities of the state, young ladies from Chicago, Ill.; Denver, Col.; San Antonio, Tex.; Detroit, Mich.; Rochester, N. Y.; Los Angeles, Cal., and others of the principal cities of the country. Its roster of local pupils will be found to include many of the children of our best families, irrespective of religious preferences, and in all its departments will be found a credit to the city which it represents.



Photo by McKecknie & Oswald. RESIDENCE OF MR. JOHN F. KUMLER, COLLINGWOOD AVENUE.

AIN'T I SWEET?

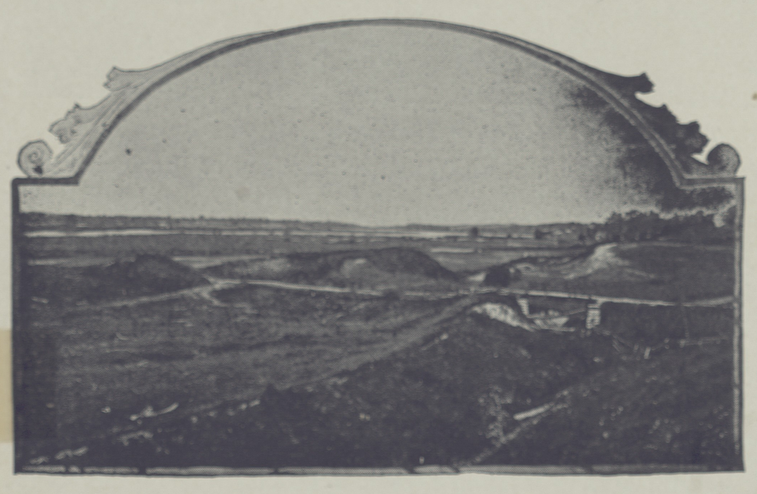


The accompanying charming little face and figure cannot fail to attract attention from all readers of the JOURNAL'S "Picturesque Maumee," both because it represents the work of an artist in posing the subject and also on account of the lovely little Miss whom Fate was kind enough to draw to Mr. C. L. Lewis' camera.

But, on that point, it would seem as if the Fates exhibited more than a usual amount of interest and bestowed unusual attention upon Mr. Lewis and his work, since his show cases of photographic work at his studios, No. 311 Superior street, give evidence of such artistic posing of his subjects that one's first impression leads to the belief that all these subjects of the photographer's art were charming ones. In a sense this is true, but close inspection will prove that the "charm" lies principally in the artistic posing, the care in re-touching and the personal watchfulness and high class of finishing which every photograph from Mr. Lewis' studios bear.

It is simply surprising to note the rapid development of Mr. Lewis' business in the past year, and yet when one notes the perfect and complete satisfaction always received by patrons of Lewis' photographs, the fact of his successful business and extended growth ceases to be a subject of wonder.

Mr. Lewis has builded his business on the foundation of first-class work—*and first-class only* personal attention to the details of the business, and a natural aptitude for the business. He has been particularly successful with children's pictures and prides himself on his success in this direction.



RUINS OF FORT MIAMI.

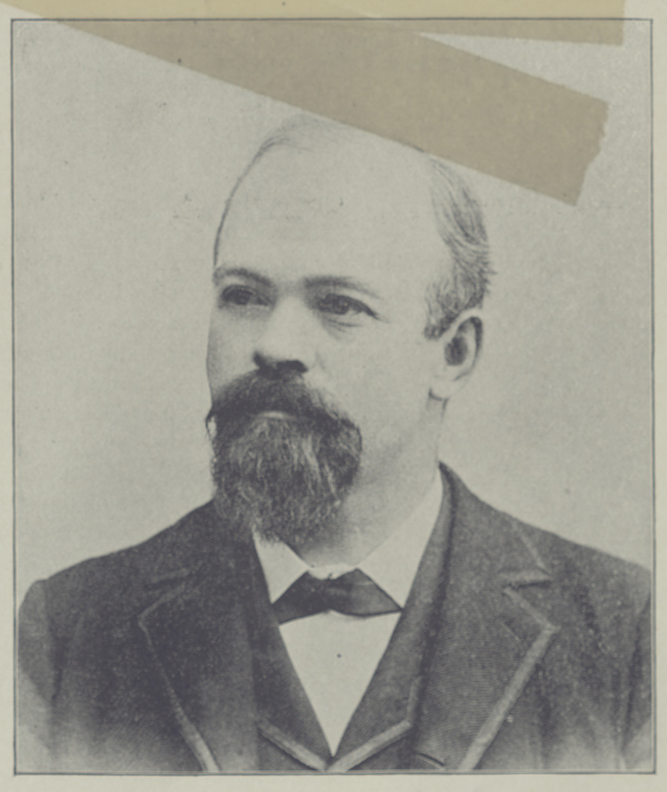


Photo by C. L. Lewis.

DR. WILLIAM WATTS.

William Watts was born near Springfield, Ill., on February 6, 1854. His parents were among the early settlers of Sangamon county, having located in 1833 on a farm whose title was a patent from that sterling old Democrat, Andrew Jackson. Young Watts engaged in the inevitable struggle with the three R's which is the fate of all the disciples of the district school, and as soon as he was old enough to appreciate its advantages, became a pupil of the high school in Springfield, and thence advanced to the University of Illinois at Urbana, where he graduated with honor in 1874. William had by this time made up his mind in looking over the field of the various professions that he would like to be a physician, and as with him to resolve was to act, he immediately took up the study of medicine at the University of Michigan, recruiting his slender purse as he went along by teaching school in the intervals of his college terms. In 1878 he was graduated and made the proud possessor of a diploma which made him a full-fledged physician. Shortly after his graduation Dr. W tts removed to Toledo, where he has since been closely absorbed in the practice of medicine, giving special attention to a large and increasing practice in the surgical diseases of women. Dr. Watts is a member of the Toledo Clinical society, of the staff of the Toledo hospital, for the treatment of the diseases of women, and of the Homeopathic Medical society of Ohio. In October, 1884, Dr. Watts was married to Miss Emelie C. Shunck, of Toledo, and is the father of two bright and interesting children. He is not ambitious for political or social honors, being thoroughly occupied with the duties and responsibilities of his position, satisfied to reap whatever fame or honor may be in store for him through its channels alone.



Photo by McKecknie & Oswald. RESIDENCE OF MR. J. D. FORD, COR. MADISON AND 12TH STS.

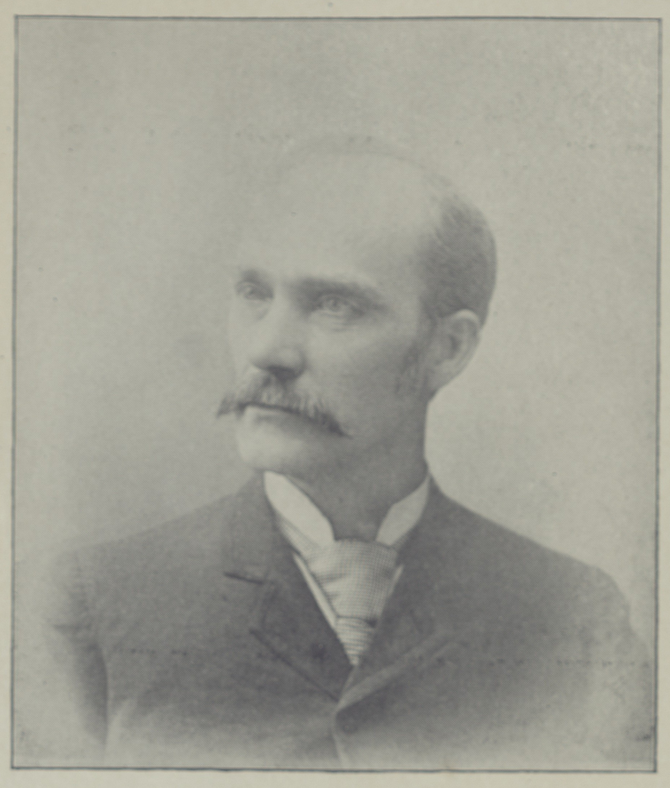


Photo by C. L. Lewis.

C. W. MUNSON.

Bicycle and Dental Supply Headquarters.

Those who have watched the rise and growth of the bicycle business in Toledo do not need to be advised that the practical father of the newer business is Mr. C. W. Munson, the dealer whose place of business is now on Superior street, opposite the Blade building.

Beginning in an humble way in the rear of his dental office on Summit street, Dr. Munson saw his business rapidly develop until it became necessary to seek larger opportunities. With this he secured the double store mentioned and last spring removed to that locality. Here in large and commodious quarters, he is equipped to supply the most exacting in desire with all of the latest improvements in wheels and to cater to his extensive trade in dental supplies. Himself a dentist of established reputation, Dr. Munson is thoroughly up in all the requirements of that branch of his business, and finds a large clientelle throughout the entire country responding in a gratifying manner to his efforts to give to them the best at reasonable prices and with promptitude.

In bicycles Dr. Munson has long held a prominent position among the dealers in that branch of modern comforts. It was he who brought the first pneumatic-tired machine to Toledo in January, 1891, and since then, within the short space of one and one-half years, he has seen the entire riding fraternity adopt that form of tire as the one which gives the greatest comfort and satisfaction. The sole agent of the celebrated Cleveland, Derby, Eagle and Lovell wheels, the first with the famous Cleveland thread tire, he also carries in stock and is able to readily supply demands for well-known English wheels which have attractions for the riding fraternity, and a full line of medium grade bicycles. A partial list of the wheels for which Dr. Munson is agent is given, not particularly to advertise his business, but to make manifest what position he occupies and in what manner he is prepared to cater to the wants of those who find the wheel an important factor in modern life.

In dental supplies it might be mentioned that he has a large trade of the following goods, and besides, always has a supply of all that is required in dental practice: Dental Chairs, Cabinets, Brackets, Instrument cases, Lathes, Dental Engines, Vitalized Air Outfits—the last his own invention—and on which he has a large sale.

Dr. Munson also has a well equipped riding school where beginners may have opportunity to learn the easily acquired art of riding in a few brief lessons and without that publicity so unpleasant to beginners, especially ladies.

Considering the fact that Dr. Munson has built up so good a business in so short a time. with no capital to begin with except energy and push, and has had no assistance of any kind, he deserves credit for his enterprise. And he gets it, as evidenced in the large patronage he receives from the bicycle-loving and dental-practicing public of Toledo and surrounding country. But then, C. W. Munson's success is easily traced to its fountain head, where *plain statements of facts* always rule in all the doctor's dealings. Add to this the vim, vigor and push of the native "Ohio boy" and you have the reasons for the full measure of business that is garnered by that gentleman.



INTERIOR C. W. MUNSON'S BICYCLE HEADQUARTERS.

Photo by C. L. Lewis.

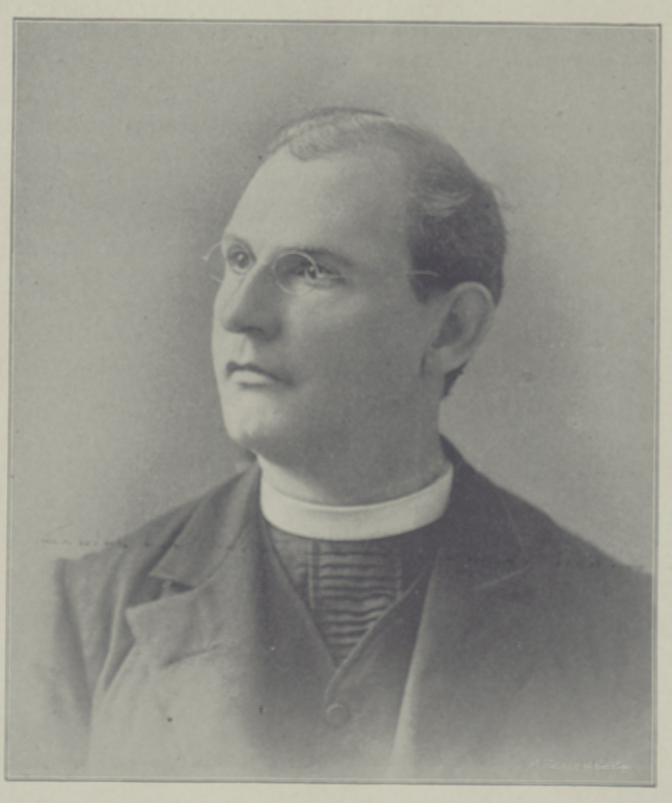


C. W. MUNSON'S BICYCLE HEADQUARTERS.

Photo by Van Loo & Trost.

Dr. Munson's push, pluck and perseverance have been the characteristics upon which his life work has been builded, and during the early days of the war when President Lincoln was calling for volunteers, young Munson of Maumee, then a mere lad, caught the spell of the enlisting officers and enlisted, only to be rejected on account of his youthfulness. With the idea of succeeding in whatever was undertaken, which idea has predominated throughout his years of youth and manhood, he re-enlisted and was rejected at regular intervals until in February, 1865, though less than 16 years old, he was accepted and was joined to Co. A, 189th O. V. I., commanded by Col. Kingsbury, who still lives at Maumee.

As a business man Dr. Munson is known far and wide as progressive and pushing, his modern ideas of conducting business by the aid of printers' ink having brought him into prominence in a short time, while others, with less skill and ability in this direction, would have taken years to accomplish.



REV. S. H. RIEKEN.

Photo by Van Loo & Trost.





PERRYSBURG'S NEW STONE CHURCH—ST. ROSE OF LIMA. *Photos by McKecknie & Oswald.*

One of the most beautiful and imposing churches in the country anywhere is that overlooking the Maumee at Perrysburg, and shown herewith. It is a magnificent Gothic structure of Sandusky blue-stone, 134x54 feet, with steeple 170 feet high, surmounted by a beautiful cross. The church overlooks the old Forts Miami and Meigs, which were once the scenes of death and carnage, and is a forcible illustration of the advance of civilization and Christianity. The scene which was formerly that of war where the savage horde murdered in cold blood the early settlers; where defenceless women and children were scalped and their brains beaten out by the cruel tomahawk, is now changed and in place thereof this grand and imposing edifice is erected to God; and instead of the villager being awakened by the blood-curdling war cry of the savage, the merry ringing of the bell calls the Christian to praise and prayer.

Although very grand without, its chief beauty is within. Art seems to have done its utmost to make it a temple worthy of the living God.

The richly grained ceiling, divided into three naves, is artistically frescoed, and embellished with emblems taken from the New Testament.

In harmony with the decorations are the many stained-glass windows.

The church tower is rendered complete by three large bells, weighing respectively 2,800, 1,400 and 800 pounds. The musical part of the services at St. Rose of Lima are carefully provided for by a handsome pipe organ costing $2,000.

The Perrysburg *Journal* has this to say of Father Rieken, the earnest and zealous pastor whose portrait adorns this sketch:

"Within seven years Father Rieken has built the house used as a dwelling by the school sisters; built a stone vault in the cemetery; made about $1,000 worth of other improvements, and built the present handsome stone church, at a cost of $27,000.

"Rev. Rieken has proven himself to be an excellent business manager, as he has not only had his usual pastoral labor to perform, but upon his own hands has rested the entire management of the erection of the new building, procuring the large amount of money necessary for the new church as well as keeping up the large expenses incidentally connected with the old church, the school and cemetery. His success in this work has not only been due to his great ability, but also to the generosity of the members of the congregation."



VIEW ON OTTAWA RIVER.
Photo by M. A. Martin, Toledo Camera Club.



Photo by C. L. Lewis.

THE CHAPMAN HARDWARE COMPANY.

Although among the younger business establishments of the city, there are none that have developed in a more marked degree than this concern of which two interior views appear on this page, as also a picture of the manager. Established in 1888, it was incorporated in 1891 under its present name, the officers being then, as now, as follows: Dr. W. C. Chapman, President; H. M. Chapman, Vice-President, and F. H. Chapman, Secretary and Treasurer, as well as General Manager.

As is well known, the firm is located in a double store on Adams street, between Superior and Hnron streets, where it carries one of the finest stocks of general hardware in Northwestern Ohio.

Developing the business with care and conservative management, the trade of The Chapman Hardware Company has witnessed a rapid and continued growth, each year demonstrating a volume of sales double that of the previous year. Alert and active, the young manager has watched each feature of the constantly increasing trade, and has permitted no opportunity to extend the sales to pass unimproved. Abreast of the times and watchful of every indication of new trade, the business has gratifyingly enlarged in all directions.

Perhaps the most important feature of the business of the company has been the comparatively new industry—the sale of bicycles. In this The Chapman Hardware Company has incontestibly achieved and now easily occupies the leading position in the city, its sales augmenting each year in rapidly increasing ratio.

Not content to sit idly by and await the coming of trade, it has been the policy to spread out and grasp all within reach, and by carrying a large and varied assortment of the best known and highest grade wheels, as well as those appealing to the more humble purchaser, to be equipped to meet any and all demands and to supply all who might come desiring to purchase a wheel. Nor has the trade been permitted to be confined to strictly local environments. Without, in contiguous and more remote territory, the trade has been diffused, until now there are many strictly wholesale establishments in this line whose sales are confined to a less extended territory. The Manager makes frequent and sometimes extended trips among the trade in this vicinity, where the high standing of the firm and its alliance with some of the largest bicycle-producing concerns of this country, as well as England, gives them abundant leverage with which to meet the keenest competition and to withstand the most exacting demands.

The firm now finds itself straightened for room and is casting about for a more enlarged location. It is expected that within the ensuing year it will cause to be erected for its use a larger and more commodious building, constructed especially for its use and designed in all departments to accommodate the volume of business which must follow the energy and push which has characterized its existence thus far. Exactly where this new location will be is as yet undecided, but it is expected that it will be within the immediate vicinity of where it is now located, where the central l cation of Adams street, with its rapidly-growing business surroundings, will still leave the establishment near where it has won in so short a time such signal success.

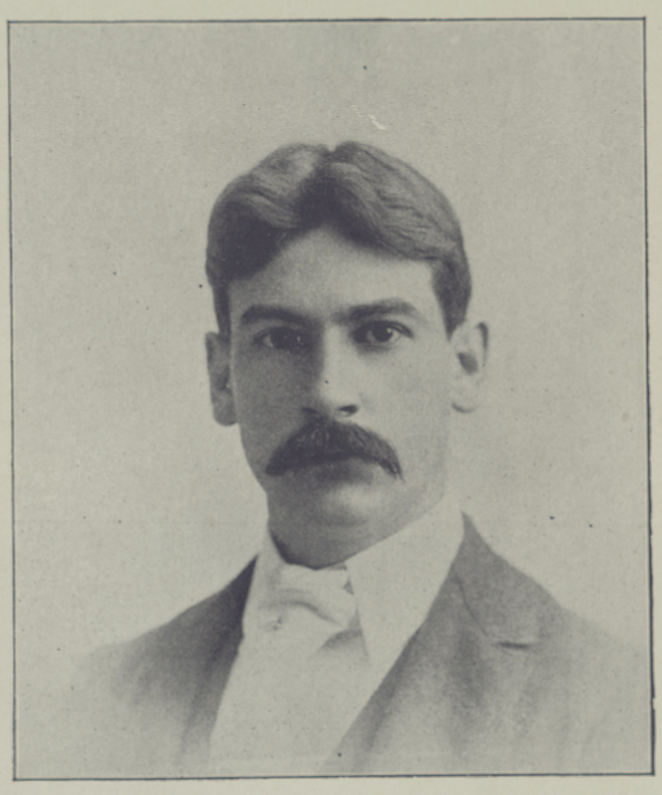


Photo by C. L. Lewis.

The views as given on this page by no means comprise all the features and stock of The Chapman Hardware Company. All the stock usual to a first-class and completely-equipped hardware establishment are included within its walls, and stored on some of the floors of the double store it occupies, but two of which it is possible to give within the limits of this issue.

It is always of interest to note business development and growth in the city, and this pleasure is enhanced when such development and growth attends those who are native to the town and who have grown here from childhood to success and prosperity. In this particular there is satisfaction in referring here to the enlargement of the establishment here referred to, for the young Manager, Mr. Frank H. Chapman, is a Toledo boy, having been born in this city and here having grown to manhood. But 25 now, he has the satisfaction of knowing that here among his friends and school-mates he by industry, energy and close attention to business, has erected a business of which a man advanced doubly beyond him in years might be proud. A liberal and enthusiastic believer in advertising; the possessor of ideas in that direction, and fortunate in being naturally equipped to strike out on new lines, he has attained success, because he has sowed the nickels in showing to the public what he has for its enjoyment, comfort and needs, and the public has not been slow, as is ever the case, to join with dollars in the loyal support of vim and vigor.

Each detail of the large business holds his personal attention and the several departments are systematized and carried on a perfect plan.

That the future holds a continued advance along the lines already established, is apparent, and if strict attention to business, the faculty of supplying to public need such articles as claim public approval, and of directing the affairs of the establishment along those lines of commercial integrity and enterprise which have ever been the highway to enduring prosperity count, as they have always counted, then The Chapman Hardware Company has but started on a pathway which shall lead to high and permanent success.





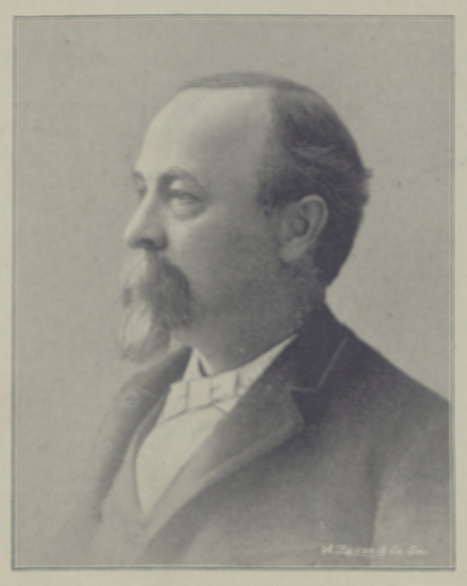
VIEW ON OTTAWA RIVER.
Photo by M. A. Martin, Toledo Camera Club.



MR. C. A. WILSON,
Chief Engineer.



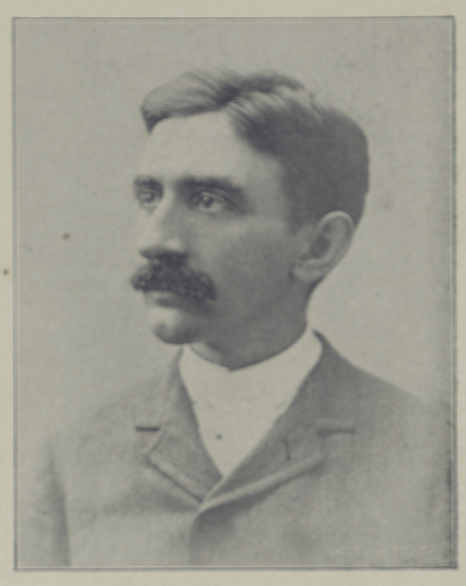
MR. JAS. M. HALL,
General Passenger Agent.



MR. A. G. BLAIR,
General Manager.



MR. H. J. BOOTH,
General Freight Agent.



MR. W. R. WOODFORD,
General Superintendent.



Photos by Van Loo & Trost.

Passenger Station at Norwalk, O.
W. & L. E. Ry.

Passenger Station, Toledo, O.
W. & L. E. Ry.

W. & L. E. Ry., Bridge over Maumee River at Toledo, O.

Passenger Station at Wheeling, W. Va.
W. & L. E. Ry.

W. & L. E. Ry., Car Shops,
Toledo, O.

W. & L. E. Ry., Docks,
Huron, O.

Passenger Station W. & L. E. Ry ,
Steubenville, O.

Ohio River Bridge W. & L. E. Ry., Entrance to
Wheeling, W. Va.

WHEELING & LAKE ERIE RAILWAY,

BETWEEN

LAKE ERIE AND THE OHIO RIVER.

TERMINALS AT

Toledo, Huron, } On Lake Erie. { Wheeling, Steubenville, } On Ohio River.

The only direct line to Wheeling, Pittsburg, Washington, Baltimore, Philadelphia and all points in Ohio, Southeast West Virginia, Virginia, Maryland, Delaware Pennsylvania, New York, and all of the New England.

The Lake Shore and Michigan Southern Railway Company.

One of the greatest trunk lines of railway in the United States to-day is the Lake Shore and Michigan Southern Railway Company, whose splendid facilities for handling east and west passenger and freight business of all kinds is not equaled by any railroad.

The accompanying handsome "half-tone" combination cut shows the company's substantial bridge over the Maumee river at Toledo, a bird's-eye view of their Union depot from the city side, as well as another view of this Union station from the railroad side. The photograph for this last view was taken at 6 a. m. and shows a long line of city workmen and mechanics awaiting a suburban train to carry them to the scene of their day's labor and toil. The fourth scene in the combination picture gives a splendid view of the company's elevators, located on the river in the very heart of the city. Indeed, the eligible location of these cereal storehouses is such that marine men and shippers generally show a decided preference to do business at the Lake Shore elevators over others.

As a valuable adjunct to Toledo's material interests and business development, no one feature has exerted so great an influence or been of such decided value to Toledo's splendid reputation as a shipping point, or her growth as a large city as the Lake Shore road. To this company our public-spirited citizens give due meed of praise, because this class of citizens are broad-minded enough to realize and appreciate the value of such a system of railways to a city.

The Lake Shore railway's army of more than *eleven thousand men* form no small part of the labor interests of Ohio, the headquarters of the company.

As to Toledo and the value to the city in a direct way, outside of affording valuable shipping facilities, the Lake Shore and Michigan Southern Railway Company pay more money into the public treasury in the way of taxes than any individual, firm or corporation.

The organization of what is now this great double track system of railways dates back to the earliest days of railroading. The old Erie and Kalamazoo railroad running between Toledo and Adrian, Mich., a distance of 33 miles, was one of the first four railroads built in the United States, having been built in the early 30's. It was operated for a time by horse power. Think of the change from the equipment of that day and age and the splendid —yes, magnificent—passenger service afforded the traveler over the Michigan division of the Lake Shore to-day!

In 1859 the present Lake Shore and Michigan Southern Railroad Company was organized and the foundation laid for the present splendid system by consolidating the Buffalo and Erie railroad (running between those cities), the Cleveland and Toledo railroad (between these cities), the Erie and Kalamazoo railroad (between Toledo and Adrian), the Michigan Southern railroad, (through Michigan and Indiana to Elkhart), and the Northern Indiana railroad, completing the system from Buffalo to Chicago by connecting Elkhart with Chicago.

Great as has been the growth and development of the Lake Shore and Michigan Southern Railroad Company's business, the management has been credited and justly, too—with having been foresighted enough to look well into the future, and not only to look, but to develop and carry out the plans in advance of the growth of the business, so that the company has ever been forehanded and able to take prompt care of its mammoth business. Nor has there been any flagging of interest in this direction. The same characteristics that have always governed the management are still prominent, and we see the Lake Shore spending hundreds of thousands of dollars annually in improvements to their roadbed, while equally as great sums are added each year to their rolling stock, until the "Lake Shore's limited" is acknowledged to be one of the most complete, rich, costly and elegant trains running on any railway system in the world.

For some two years past this railway company has expended large sums of money in completing their double track all steel rail system between Buffalo and Chicago. For some time past this system has been complete between Toledo and Buffalo, save a distance of about a mile across Sandusky bay, which is now being piled and laid and will undoubtedly be completed this season. Of the road between Toledo and Chicago, the Air Line division is double tracked nearly all the way, except a short distance between Bryan and Wauseon and another between Kendallville and Goshen. These will be completed in a short time, which will make a double track to Elkhart. Between this point and Chicago there only remains a distance of some four or five miles to double track. All these incomplete portions are in the hands of contractors and being pushed to completion rapidly.

While Cleveland is the general headquarters of this rich corporation's vast railway system, Toledo can lay claim to no small share of honors in the location here of a number of important general offices. To begin with, William Kline, Superintendent of Telegraph of the entire system, is located here, and gives to this city a vast amount of business through the medium of his general offices. Of this gentleman and his fitness for the responsible position he holds little need be said, as the fact that he has filled his present office for more than a quarter of a century is sufficient evidence of his ability. Mr. Kline began work for the present Lake Shore road in 1855—four years before the consolidation of the lines above mentioned and the organization of the present company. He began as messenger boy, steadily working his way up through every department of railroading, finally reaching the zenith of his ambition—the telegraph services, where his natural ability, aptness and executive power soon forced him to the responsible office of Superintendent of Telegraph for the entire system. As a citizen, Mr. Kline ranks as one of the most public-spirited, his aggressive, energetic nature and influence accomplishing much in the way of city and neighborhood improvements.

Another important office that is located in this city is that of Civil Engineer for the Michigan Southern Division, which is filled most acceptably by Mr. Samuel Rockwell, one of the best posted railway men in his line in the service.

And yet another important office is located in Toledo in connection with the operation of this company's railway system—that of Superintendent T. F. Whittlesey, superintendent of the Michigan and Detroit Divisions, an old and trusted employe of the company, who has grown up with them, advancing step by step, familiarizing himself thoroughly with every detail of railroading and bringing to the office of Division Superintendent an experience fruitful of the minutest details of railroading business in every branch. Superintendent Whittlesey is looked upon in the railway world as "one of the best" men in the service. He is exceptionally cool headed, clear brained and level and foresighted in judgment.

But the feature of the railroading business which most interests the public, is the passenger department, and right here is the Lake Shore's stronghold. With the General Passenger and Ticket department in charge of such a broad minded, energetic and progressive man as Mr. A. J. Smith, it is little wonder that one success follows close upon the heels of another, until the general tourist the world over is familiar with the splendid management and magnificent equipment of the Lake Shore's passenger department. Mr. Smith came to the Lake Shore road from the "Big Four" some six years ago, bringing a splendid retinue of successes in his previous railway experience to the office of General Passenger and Ticket Agent. He is a man of quick conception and keenly discerns the needs of the future in the passenger world ere other and less gifted men in similar positions are awake to the coming requirements of the service. Mr. Smith's successful management of the passenger department, however, is not alone due to him, his corps of able assistants coming in for no small share of credit. But then, again, right here is exhibited another of Mr. Smith's valuable characteristics—that of being able to draw about him men of ability, and men who can and do work in entire harmony with the official plans of the department.

Here in this section, for instance, the Lake Shore is to be congratulated on having the services of so popular an official, as well as an indefatigable worker, as Mr. John E. Gunckel, who, while known locally as the greatest fisherman (on paper) in this part of the country, loses no time in fishing save that at the end of his "string" or fish story there dangles a tale that shall inure to the benefits and better advertising of the Lake Shore's passenger department. If any one questions this statement, let him but refer to any of Gunckel's well-known "fish stories" and see if the Lake Shore isn't fastened on or sandwiched in, somewhere in the story.

Another strong feature of the Lake Shore's passenger department lies in the willingness of the head of that department to get right down to the practical duties of the department at any time that such services seem necessary. For instance: When there is a big excursion to go over the Lake Shore, Mr. Smith either goes out himself and personally takes charge of the excursionists, or he sends one of his trusted lieutenants - men of ability and experience not leaving the excursionists to the hands of some raw, inexperienced man who knows far more about the mechanical than he does of the passenger requirements of the system.

Take the way in which the Lake Shore handled the multitudes in attendance on the National Encampment of the G. A. R. at Detroit a year ago, Toledo being used as the distributing point for these crowds. Mr. Smith's plans were so admirably laid and his experienced men so well placed, that the work of distributing the thousands of tourists went on like clockwork, and the magnificent results were the comment of the railway officials of the entire United States for weeks afterwards, it being declared the finest piece of railroading on record.

The Lake Shore's general superintendent is also a man of extended experience and ability, Mr. W. H. Canniff having served through all the various departments of railroad work, having been promoted from one position of trust and responsibility to another until the present was reached last winter.

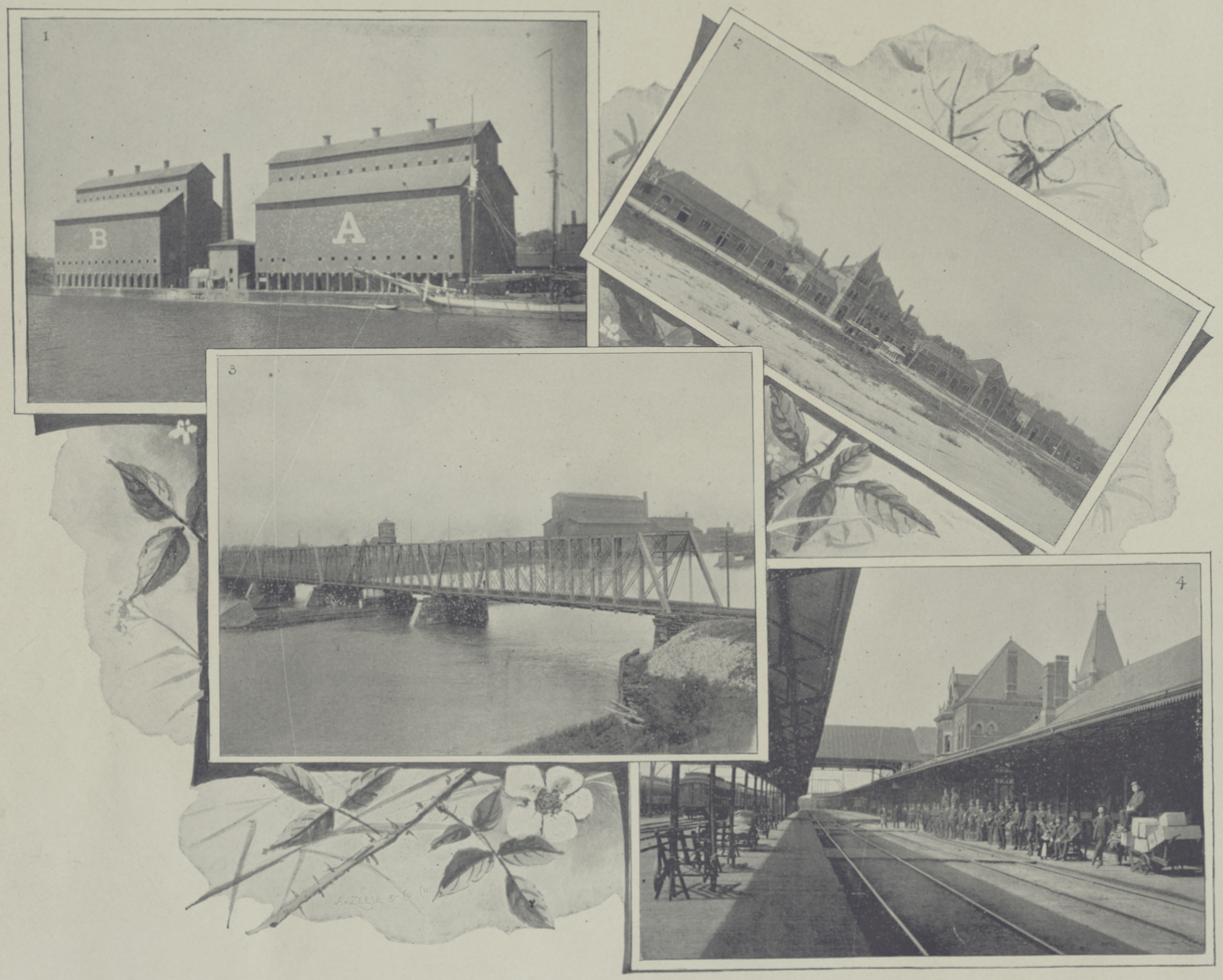
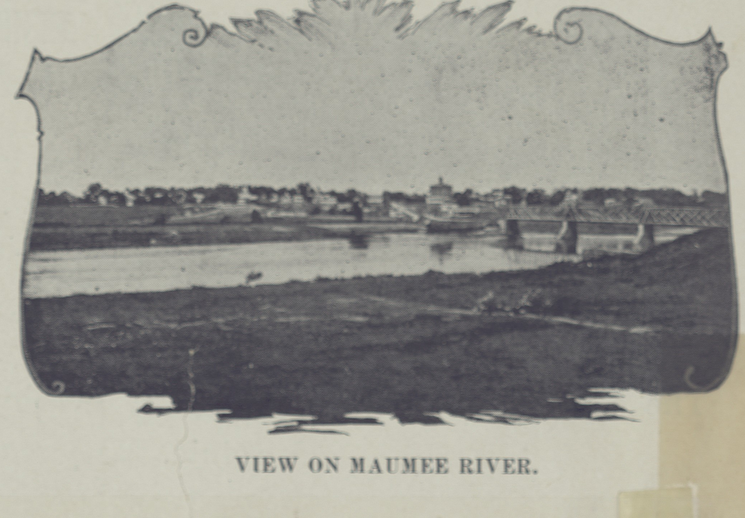


Photo by McKecknie & Oswald. UNION DEPOT, ELEVATORS, BRIDGE AND RIVER SCENES ALONG THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY AT TOLEDO.



VIEW ON MAUMEE RIVER.

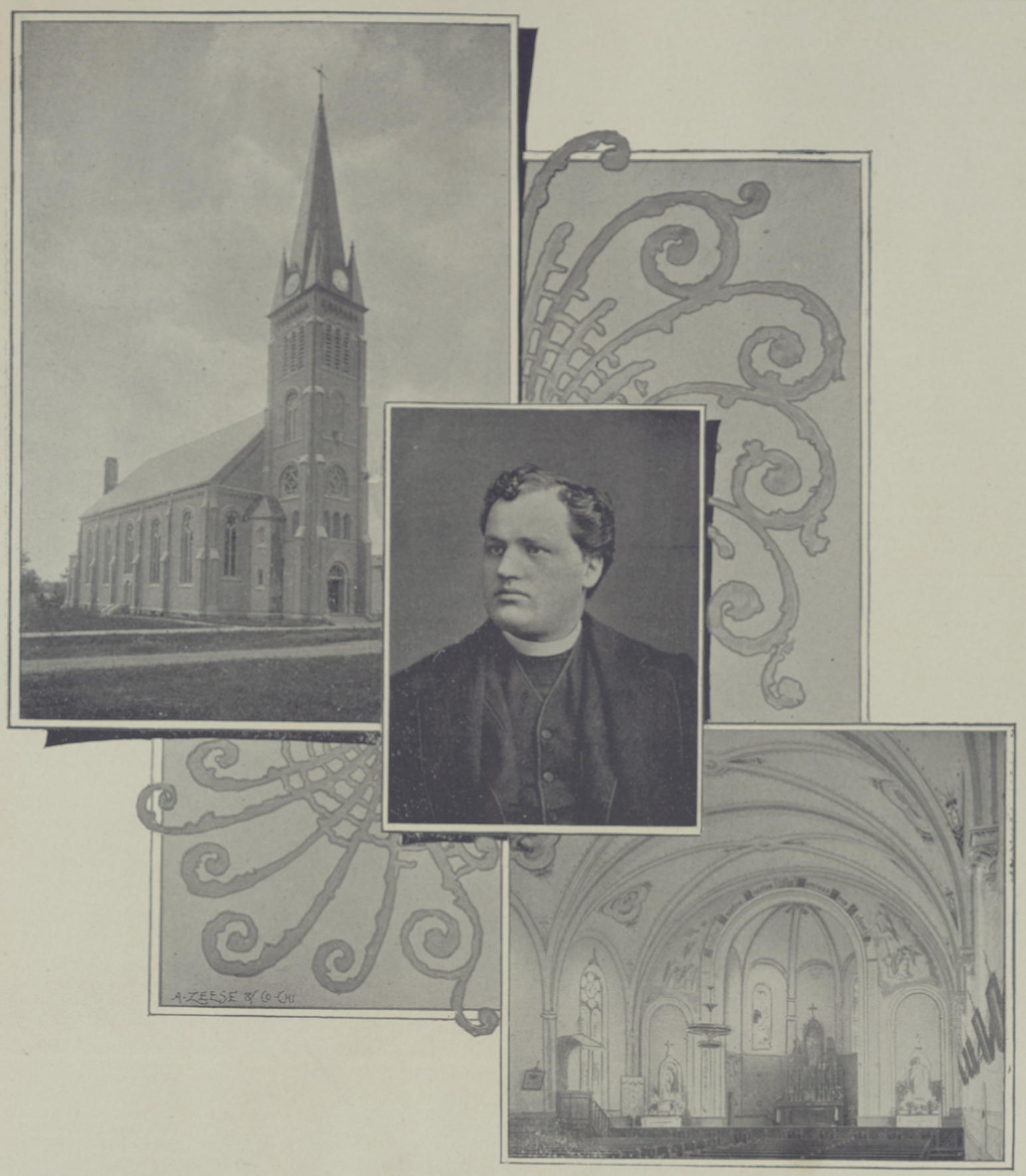


Photo by McKecknie & Oswald. MAUMEE CATHOLIC CHURCH.

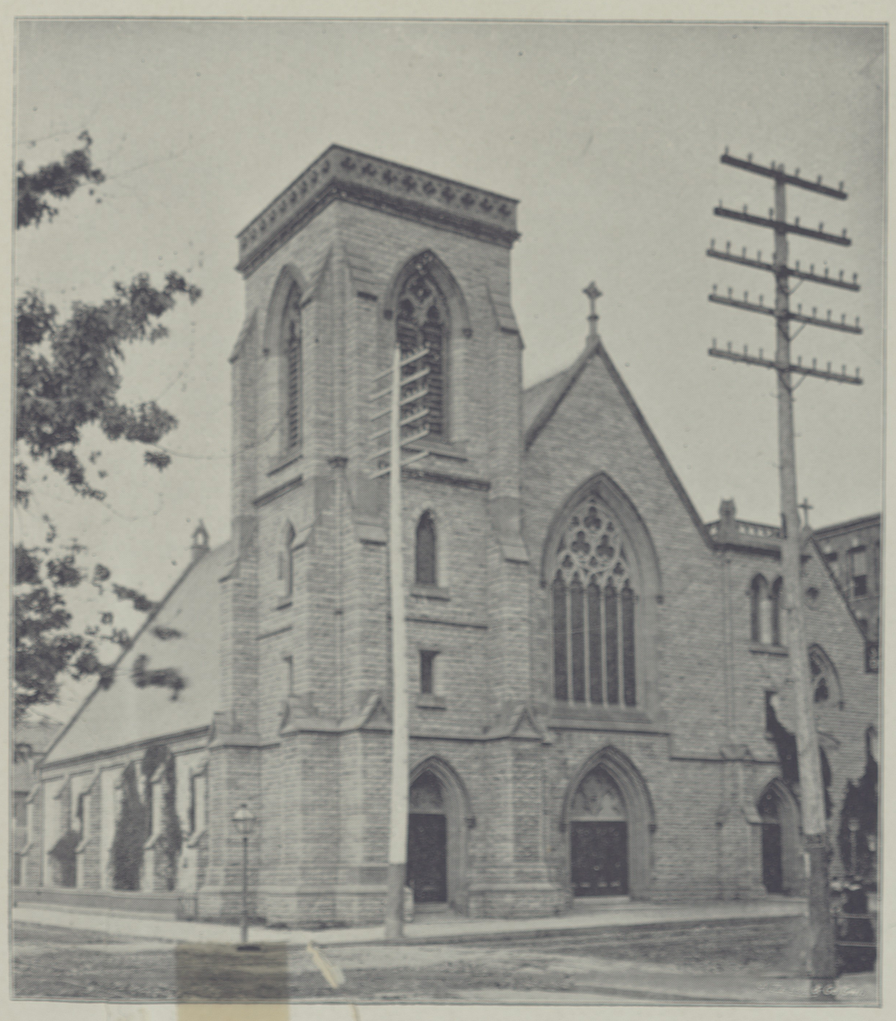
It is probably not known to many Toledoans, outside the older families, that the Catholic church at Maumee, O., is the oldest Catholic organization in Northern Ohio, having been established more than half a c ntury ago, or in 1837. The first pastor in charge of this then frontier field was Father Rapp, who, when the Cleveland diocese was established, was honored by the authorities at Rome with the office of Bishop of the diocese. This appointment, however, was not made while Father Rapp was in charge of the Maumee parish but while he was in charge of St. Francis de Sales parish in this city.

In the early days of the Catholic church in this vicinity, as stated above, the Maumee church and parish was the strong one, and from its youth and vigor sent out workers by whose aid a Catholic mission was established in Toledo, the same now being the strong and powerful St. Francis de Sales. After a time the rapid growth of Toledo caused a corresponding decrease in church and business affairs of all kinds at Maumee, and the Maumee church and Toledo mission changed places relatively, Father Rapp leaving the former to occupy the latter rapidly developing field, retaining the Catholic interests at Maumee by keeping up mission services there.

After a few years, however, the Maumee mission again assumed the strength and dignity of a full-fledged church, and has continued steadily and strongly to hold the fort ever since.

In 1885 the present pastor, Rev. J. B. Mertes, came to Maumee, and after two years of successful labors began the work of erecting the present beautiful church edifice, a picture of which appears above, which was finished two years later—in 1889. It is one of the handsomest and most complete church edifices in this section, built at a cost of $25,000. The interior is not yet quite complete, the contractors for the altars not yet having quite completed their work. This series of altars, consisting of central and two side altars, is one of the richest and most beautiful possessed by any church anywhere, and though other churches may boast of more costly altars, certainly none can be more perfect in symmetry or rich in design. These altars when fully completed will cost $700.

Regarding the present condition of the church, it is in a very gratifying condition, having a membership of 175 families and a debt of but $4,000 all told.



TRINITY CHURCH AND GUILD, CORNER ADAMS AND ST. CLAIR STREETS.
Photo by Van Loo & Trost.

TRINITY CHURCH.

The handsome edifice shown in this illustration will be at once recognized as the home of the Trinity (Protestant Episcopal) church of this city, the oldest as well as the largest and most influential of that denomination. The parish of Trinity church was formally organized in December, 1842, the step being inspired by an episcopal visitation from the Right Rev. Bishop McIlvaine, when the Rev. Mr. Large was called to assume temporary charge of the little society. Under many discouraging and adverse circumstances and surroundings the faithful few labored on undaunted, till in November, 1845, the first Trinity church was dedicated by Bishop McIlvaine, and 21 years later (1866) the present imposing edifice was completed after three years of unremitting labor, at a cost of $47,000. For the twenty years from 1848 to 1868 the Rev. Dr. Henry B. Walbridge officiated most acceptably as the rector of Trinity, and was soon afterward succeeded by the Rev. Dr. James Mulcahey, who resigned in January, 1874. He was in turn succeeded by the Rev. Leighton Coleman, D. D., whose term of service continued to July, 1879, and upon his withdrawal the Rev. Dr. E. R. Atwill accepted a call to the rectorate, resigning some two years since to become the bishop of western Missouri. At present the Rev. Charles Scadding, formerly of West Middletown, N. Y., is the spiritual head of the church, with the Rev. Mr. Bamber as his assistant. A statement compiled on the occasion of the anniversary of the dedication of Trinity showed that from 1848 up to May, 1886, a grand total of more than $316,000 had been contributed and expended by Trinity parish in church and mission work, and its subsequent efforts for the advancement of Christianity have been in a corresponding ratio.



DR. ALBERT CLAYPOOL.

Albert Claypool, son of Jacob and Martha Claypool, was born on a farm in Westfield township, Morrow county, O., March 15, 1846. He attended the public schools and worked on the farm to the age of 17, when in June, 1863, he enlisted as a private in Company B, Fifth Independent Battalion, Ohio Volunteer Cavalry, and served in eastern Kentucky in suppressing the guerillas of that section. In June, 1864, he re-enlisted in Company B, Thirteenth Ohio Volun eer Cavalry, serving till after the close of the war, and was honorably discharged August 10, 1865. He participated in the battles of Maryland Heights, Hatcher's Run, Pegram's Farm, Dinwiddie Court House, Five Forks, Sailor's Creek, Farmville, and Appomatox Court House. After returning from the war Mr. Claypool attended a private academy at Ashley, O., till the fall of 1866, when he entered the Eclectic Medical College in Cincinnati, and graduated from the same in 1868. The young physician practiced medicine at Weston, O., till 1875, entering the New York Homeopathic Medical College in that year and graduating with honor the year following. Dr. Claypool located in Toledo in the fall of 1876, and has been in active practice in the city ever since. He is a member of the State Homeopathic Medical Society of Ohio; of the American Institute of Homeopathy; of the Masonic Fraternity; of the G. A. R.; of the National Union; the B. P. O. of Elks; the Toledo branch Society of the Army of the Potomac; the U. V. U. and of the staff of the Protestant Hospital. He was also the chief of the medical staff of the latter institution in 1881; President of the Ohio Homeopathic Medical Society in 1887; Commander of Toledo Post G. A. R. in 1889, and is at present Medical Examiner for Revere Council, N. U., and Surgeon of Gen. J. W. Fuller command, U. V. U. Dr. Claypool has established a high reputation in abdominal and orificial surgery, to which he has given special attention in his practice.



Photo by C. L. Lewis. PROF. AMOS WHITING.

Prof. Amos Whiting one of Toledo's most prominent musical instructors, comes of a musical family, his mother having been a fine vocalist in her youth, and two of her other sons also share her musical inheritance. One of these is Mr. George E. Whiting, the well-known organist of Boston; the other Mr. C. E. Whiting, who for twenty years was connected with the public schools of the modern Athens. Prof. Whiting's early musical advantages were of the best, and he has spent his life as a close student of the voice. For a great many years he has made a specialty of the instruction of private pupils, and many of these have attained eminence as soloists on the concert and operatic stage, while a large number of others are occupying desirable positions in the leading churches of the country. In 1866 Prof. Whiting was one of the conductors who drilled the chorus for the great Peace Jubilee held that year in Boston, when 10,000 singers found place on the stage, and 3,000 more in the orchestra. He also took a prominent part in founding the celebrated musical organization of Worcester County at Worcester, Mass., and has at different times led some of the finest musical societies of the East. Coming Westward, for seven years Prof. Whiting filled the chair of vocal music in the Pennsylvania Ladies college at Pittsburgh, one of the best institutions of its character in the state. The climate at Pittsburgh proving unfavorable, he was induced to accept the position of Choir master of the First Congregational church of this city at the beginning of 189 , and in the October following he was elected director of the Harmonic society, the leading vocal organization of Toledo. Prof. Whiting's large list of private pupils includes among many others, Miss Bessie Doolittle of this city, Mrs. Dorr of Fremont, Mrs. Johnson of Adrian, Mich., Mrs. C. H. Rice of Ottawa, Mrs. W. C. Jipson of Blissfield, Mich. and Mr. Elginfritz of Monroe, Mich., all of whom bear most cordial testimony to the excellence and thoroughness of his method of teaching the Italian system.



Photo by C. L. Lewis HON. T. P. BROWN.

HON. THEOPHILUS P. BROWN.

Perhaps no gentleman now living has been more widely identified with the development and prosperity of Toledo than the man whose portrait heads this sketch. Away back in the early 70's, Mr. Brown, then a representative of some of the leading fire insurance companies of the country, platted and placed on the market the since famous "Brown's addition," and from that day to the present he has been intimately associated with fully half a score of different enterprises which were designed especially to promote the welfare of the city. The opening of Brown's addition to settlement made a demand for an inexpensive and convenient means of access to the central part of the city, and the Dorr Street Railway followed promptly, an invaluable convenience to hundreds of workingmen, and now an integral part of the street railroad service of Toledo. Having subsequently disposed of his street railway interests, Mr. Brown, in looking for new fields for his business energies, conceived the idea of constructing the Toledo, Columbus & Southern Railway, an enterprise which he carried through to successful completion almost alone and unaided. This road, now known as the Toledo, Columbus & Cincinnati, he sold in May, 1889, the purchasers assuming the management on the ensuing 1st of June. In the interval between its conception and sale, the extensive development of the gas and oil territory of Hancock and the adjoining counties demonstrated most conclusively Mr. Brown's sagacity in this undertaking, and the business flowing to the new line made the investment a most profitable one. Shortly after this Mr. Brown set on foot the Toledo, Findlay & Springfield R. R., a line designed to drain the entire oil territory of northern and northwestern Ohio, and as its president and general manager he has pushed its construction with characteristisc energy. As has well been said of him, Mr. Brown, unlike many other men, has always been a producer rather than a consumer, a man who has persistently and successfully tried to make "two blades of grass grow where but one grew before," and in the operations that, under his excellent business judgment, have resulted in financial emolument to himself, he has also opened up territory to greater facilities for settlement, cultivation and remunerative working.



Chamber of Commerce, corner Summit and Madison Sts., owned by T. P. Brown.
Photo by McKecknie & Oswald.

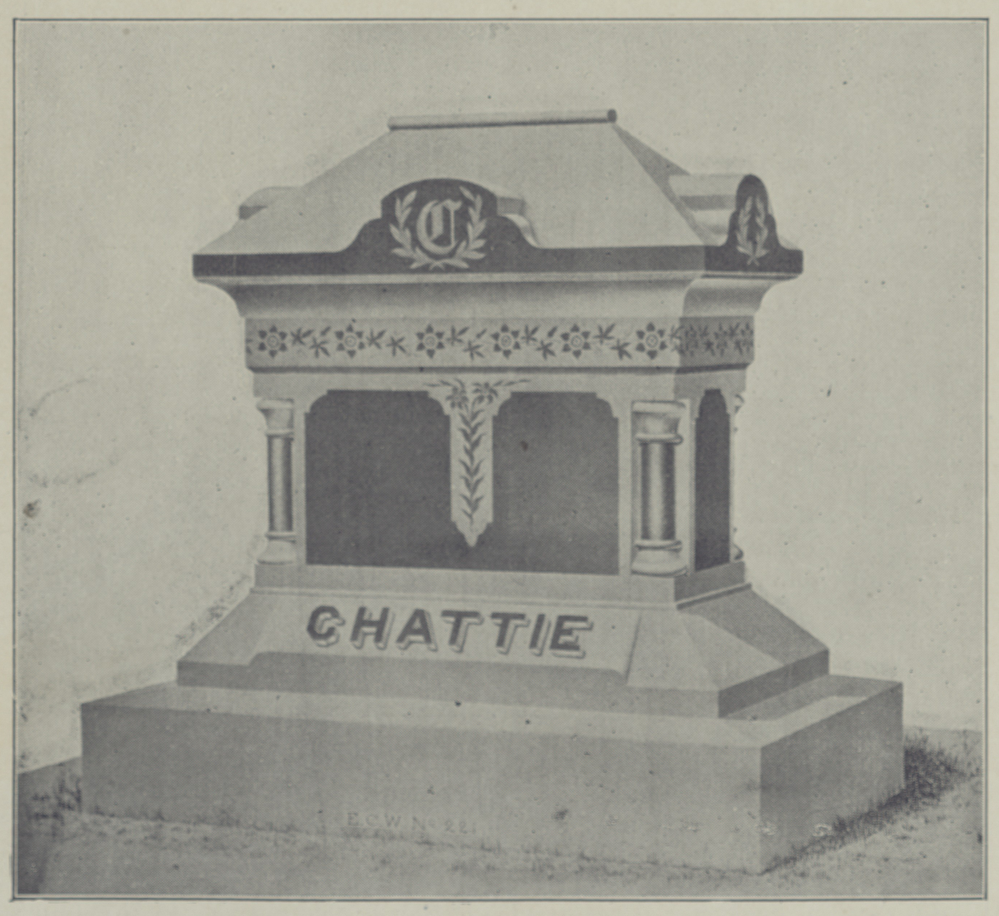


Dorr Street Residence of Mr. T. P. Brown in the '70's and His Present Residence, Corner Madison and Thirteenth Streets.
Photo by McKecknie & Oswald.

Early in December last Mr. Brown purchased the handsome and substantial Chamber of Commerce building a "half tone" engraving of which appears herewith, located corner of Summit and Madison streets, and by far the handsomest, from an architectural point of view, as well as one of the most substantial blocks in Toledo running from Summit down Madison clear through to Water street. The front of the building was six stories in height, but by additions now complete, Mr. Brown has added two stories to the Water street front, making that part of the building six stories also, and giving an air of completeness to the entire structure which before it did not possess.

This sketch is also embellished with a combination cut showing the modest home of Mr. T. P. Brown on Dorr street in the 70's and his present solid and substantial Madison street residence.

Theophilus Packard Brown was born in Whately, Franklin county, Mass., and has been a resident of Toledo since 1857. He has always been prominent in the political affairs of the city and county, and in 1875 was elected to the Ohio Senate on the Republican ticket from a Democratic district. On August 8th he was appointed a member of the City Natural Gas Trustees. On April 17, 1861, he was married to Miss Frances A., daughter of Isaac Hampton, of this city.

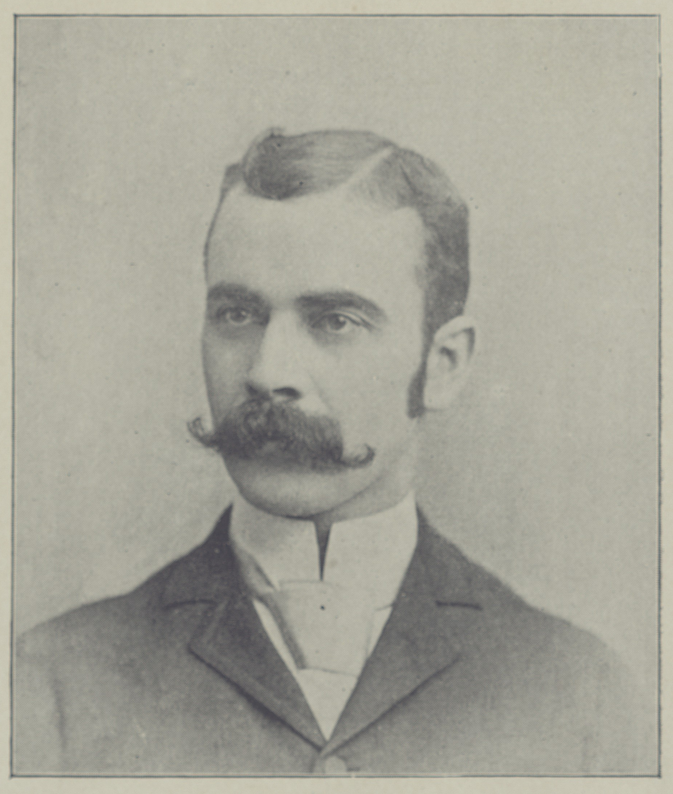


ECKHARDT BROS' STEAM MARBLE AND GRANITE WORKS.

The Messrs. Eckhardt Bros., whose steam marble and granite works are located at No. 27 Erie street, commenced operations here on a small scale in 1874, and having a thorough knowledge of the business, have extended their trade throughout Ohio, Indiana and Michigan. This enterprising firm has facilities equal to the production of any and all kinds of monumental work from a simple and inexpensive head-stone to a colossal monument of the costliest and highest character. Their plant consists of a two-story building 50 by 120 feet in dimensions, in which are employed the year round from 20 to 30 skilled workmen under the personal supervision and direction of the members of the firm who are both experienced and practical marble workers. While nearly all of their work is made to order from special designs, the Messrs. Eckhardt Bros. carry in stock a large and varied assortment of monuments, headstones, memorials, etc., in marble and granite, and embracing designs of the highest artistic character, from which selections may be made by intending purchasers. This firm has always adhered to the principle of furnishing strictly first-class work at reasonable prices, and upon this basis has been firmly established their large and constantly growing business. They employ only the very best qualities of American and foreign marble and granite in the production and manufacture of their monuments. This firm has supplied some of the finest and most beautiful pieces of statuary and monumental work to be seen in this section of the State, among the more notable and costliest being those in Forest cemetery for James Secor, Henry Brand, Leander Wilcox, Henry Brucksieker, W. H. Currier, the Truax monument and many others of equal beauty of design and superior character of workmanship. In Woodlawn cemetery may be mentioned the monuments erected over the remains of Col. DeWolf, George E. Detwiler, Sanford L. Collins, A. P. Stewart, Dr. Cosgrove, Matthias Boos, Robert Barber, Edwin Reed, the Ewing memorial, and the Schroeder monument located at Perrysburg; J. P. Cook's remains at Hillsdale, Mich., lie beneath a very handsome monument furnished by this firm, while beautiful and artistic pieces of their work mark the resting places of representatives of the Crabb, Scofield, Wakefield and Allen families at Morenci in the same State. Among the more recent and noteworthy pieces of work turned out by the Eckhardt Bros. are a stately monument in memory of the late James Hardy in Woodlawn cemetery; two exceptionally artistic monuments for Dennis Coghlin s lot in Calvary cemetery and one for Mr. Rickenbaugh at Tiffin, O. An inspection of the work of this firm above cited or specimens which may be seen at the works on Erie street, will clearly show the high class of workmanship which has given them an enviable reputation.

THE THOMPSON & CHUTE COMPANY,

The Thompson & Chute Company was incorporated May 26, 1890, when the present company succeeded to the business of soap manufacturing formerly carried on by J. B. Bell & Co. The works are located on the corner of Lucas and Thirteenth streets, and consist of a three-story brick building 50x100 feet in size, together with basement. This building is fully equipped with the latest improved machinery and appliances known to the trade for the manufacture of soap, the entire plant being run by steam power. Many varieties of laundry and toilet soaps are made by this company, chief among which are their celebtated "Silver," "Mono," "Sunflower," "Golden,' etc., etc. They are also extensive manufacturers of "Silverine," an excellent scouring and polishing soap which has become very popular wherever it has been introduced. Indeed, it has no superior in the market, and has won its good reputation purely on its merits. Another important article made by the Thompson & Chute Company, and of which they make a specialty, is known as the Borax Laundry Soap Chip, used for steam laundry purposes. They have built up an extentive trade on these soap chips, which find ready sale wherever their merits are known. The output of this company at the present time is several thousand of their various grades of soap daily, and the aggregate this year will exceed that of last year by twenty-five per cent., showing not only excellent management, but also indicating that their soaps are growing in popularity and fully merit the wants of the trade. Their soaps have a national reputation and a dealer who once handles them is likely to continue doing so, owing to the constantly increasing demand. The officers of this company are: President and General Manager, G. M. Chute; Secretary, Charles Hathaway. To these reputable and enterprising business men belongs the credit for the establishment of this important industry in Toledo, and under their efficient management success in even a larger measure is well assured.



MR. G. M. CHUTE.





Photo by Van Loo & Trost; Building by C. L. Lewis.

THE HOTEL MADISON, TOLEDO, OHIO.

The Hotel Madison, as seen in the illustration, is of picturesque design, located opposite the Toledo Public Library, and contains upwards of one hundred spacious rooms, mostly en suite, with natural gas grate fires in each room, a lofty and spacious dining-room, extending the full length of the building. Under the management of Mr. W. O. Field, The Madison has taken rank among the few hotels of the country where the traveler can find quiet, refined and home-like influences, coupled with a service and attention to every want and comfort not to be had in more pretentious hosteleries. Mr. Field, under whose management the Hotel Madison has attained its present standing of merit with hotel patrons, is by nature and training well qualified for the position of host to an exacting patronage.

For many years superintendent of the St. Louis Club, of St. Louis, Mo., Mr. Field, during that time, earned and received the credit of an aptitude in catering to the tastes of a cultured people that makes him an authority on the preparation of a menu and correct service in the dining-room. which, under his charge, is all that the most exacting diner can desire. The growth of patronage coming to the Madison under its present management has prompted Mr. Frank J. Scott, owner of the premises, to plan and order its enlargement, by extending the dimensions of the hotel so as to add one hundred and fifty additional guest rooms, together with pool rooms, bowling alley, buffet and all the accessories necessary to the proper conduct of a first-class hotel, and one in which the citizens of Toledo may justly take pride in when asking friends or strangers to the hospitality of Toledo.

The artistic "half-tone" cut at the head of this article represents Manager Field, the central figure, with exterior view of hotel building and interior view of dining-room. At either side of Mr. Field are seen charming views, taken from the upper stories of the hotel by the artist, showing the outlook guests have of the city in general.



BIRDSEYE VIEW OF CELLARS AND GROUNDS OF LENK WINE CO., TOLEDO, O.

One of the institutions of which Toledo is justly proud is The Lenk Wine Co., a charming birdseye view of whose grounds and cellars are herewith given in all the artistic beauty of a "half-tone," to JOURNAL readers The private park and grounds surrounding (and a part of this company's property at West Toledo) are not exceeded for natural beauty by those of any company or private individual anywhere. while the excellent taste manifested in the care of this park and grounds is second to that of no landscape artist. Toledo people not infrequently drive their friends from abroad out to this company's charming villa, to show them the beauties of handsome lawns and parks, as well as to astonish them with a sight of the largest wine cask in the world. And it is well worth a visit to the company's cellars to see. Think of a single cask containing 36,000 gallons of the finest-flavored and purest wine made in the world.

The Lenk Wine Co.'s products are known in nearly all parts of the world, and through this company Toledo is constantly being advertised.

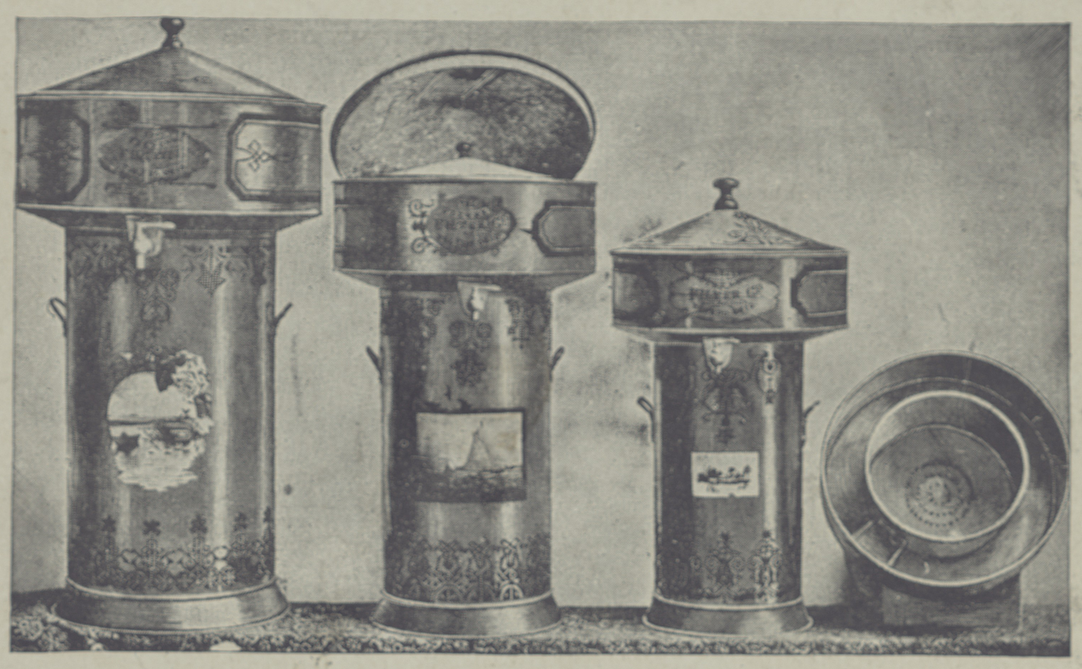
The company was established in 1867– a quarter of a century ago—and in that time has built up a tremendous business, their Catawba, Delaware, Virginia Seedling, Claret and Port being known to lovers of fine wines, who eagerly seek these brands.

The business was founded by Mr. Carl Lenk, the present President of the company, through whose efforts the business has steadily and rapidly developed. The officers of the company are: Carl Lenk, President; Leopold Franc, Vice President; Theo. Beckman, Secretary and Treasurer; and these gentlemen, with a board of directors representing the solid, substantial business interests af the city, have a business that reflects credit, not only on the city, but upon themselves, in being able to produce the finest, purest article of wine from Lake Erie Islands' fruit that ever tickled the palate of royalty.

TOLEDO AND THE WATER SUPPLY AT THE WORLD'S FAIR.

Pure water is the great purveyor of the human system. "We cannot blink the fact that man must dine," and we must drink as well as dine. The greater portion of all foods and all drinks is water, which, as the purveyor of the system, holds in solution, before appropriation by the body, all nutrients, and then serves to flush useless matter from the system. What a wonderfully important part does water take in affecting the condition of man! If of unquestioned purity, its use adds years to a healthful life; if impure, our purveyor becomes an enemy that directly attacks health or chemically transforms, before appropriation, good food into a poison which insidiously robs us of health and life. It is stated by an authority upon the subject that, as a result of the partial adoption of proper sanitary measures in England, the average age at death has been increased from 29 years to 48 years in two and one-half decades.

Dr. Chandler says "that pure water is hardly second to pure air as a life-giving and life-preserving agent." Many of the ancients had a lively sense of the need of a pure water supply. Solomon, by aqueduct and tunnel, brought an abundance to Mt. Zion, and the historic ruins of the Roman aqueduct prove that expense and labor were not considered in order that the health of the Romans might be conserved. Several hundred cities and towns in this country have public water works, but comparatively few furnish water that is in a high degree pure. Various means have been tried to render such supplies pure, with varying success. Several cities have large filtering plants, through which all water passing to supply pipes is purified. While this plan greatly betters the quality of water used by consumers, yet it does not give the satisfaction desired.





Thirteen years ago, The Stevens Filter Company of this city was organized, and their aim from the inception of their business to the present time was to make water purifiers that would give the user perfect satisfaction as to purity and quantity needed, at the minimum cost. The self-cleansing principle possessed by all of their filters is perfectly simple and is the feature that makes them so deservedly popular throughout the United States. These filters are designed for use in homes, restaurants and hotels, and so perfectly do they meet these requirements that the purchase of one by a person in a new locality is followed by other orders. In dealing with turbid water, the greater portion of suspended impurity is precipitated before the packing of filter is reached and ample provision is made for its removal. This feature is appreciated in all cities and towns having a muddy water supply. In Toledo hundreds of these self-cleansing water filters are used, and the users are not chary with their words of praise. Possibly there is no article manufactured in Toledo that is better known throughout the South, Southwest and West than these filters. They are to be found in many hotels, and to Toledo tourists The Stevens Filter Company's filters are pleasant reminders of home. The worth of these filters is such that the managers of the World's Fair have recently placed their order for them to be placed in the offices of the several departments.



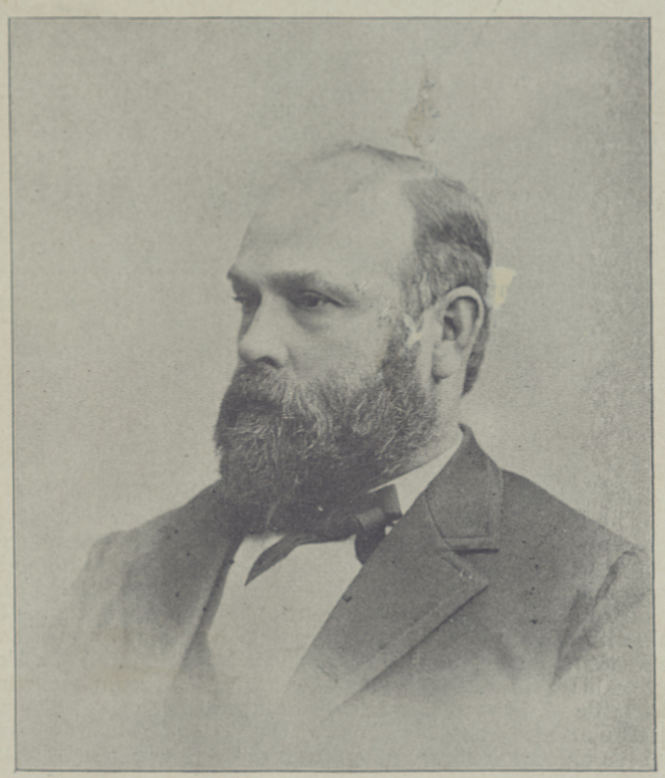
MR. M. H. DAVIS.



FISHERMAN'S RESORT ON TEN MILE CREEK.
Photo by M. A. Martin, Toledo Camera Club.

The Toledo Business College and Short-hand School is one of the few Business Colleges that has succeeded in building up a substantial school. The principal, Mr. M. H. Davis, is a graduate of the Eastman National Business College, Poughkeepsie, N. Y.; also a graduate of Albert University, Billville, Canada. Very few who enter the field of Business Colleges have a classical education. Mr. Davis is one of the few. He assumed the management of the Toledo Business College, January 2, 1882, when there were but 15 day and 40 night students in attendance. The enrollment last year reached 300 day and 150 night. Thorough work and strict discipline is their motto. Beautiful catalogue free.

'Phone 1021. M. H. Davis, Prin. and Prop.



DR. W. C. CHAPMAN.
Photo by McKechnie & Oswald.

Perhaps no member of the medical profession in Toledo occupies a more representative position in that highly responsible fraternity than Dr. W. C. Chapman, whose portrait is given above. William C. Chapman was born August 15, 1840, his parents, Dr. W. B. and Margaret Crossman Chapman, being at that time residents of Cincinnati. He received a liberal common school and academical training, and at the age of eighteen gave attention to the study of pharmacy, but on attaining his majority took up the study of medicine at the Medical College of Ohio, under the direction of Drs. William Clendenin and William H. Mussey, graduating in the spring of 1873 from the Miami Medical College at Cincinnati. Shortly afterward he came to Toledo where he at once entered upon the practice of his profession, rising steadily and surely to the front rank of his profession, and commanding from his earliest acquaintance with the people of the city their most sincere regard and respect. In addition to his arduous duties as a physician with a large and exacting practice, Dr. Chapman has always found time to devote to the general interests of the city, and has at all times manifested a cordial and active sympathy for the welfare of the younger generation. For a number of years he was a member of the municipal Board of Health, and in this capacity he performed most efficient service, uniting with a thorough knowledge of the sanitary needs of the city a complete earnestness and fearlessness in meeting those needs. He was married to Miss Harriet, a daughter of Jethro Mitchell, of Cincinnati, on September 3, 1863, and five sons are the result of this union.



RESIDENCE OF MR. GEORGE W. THOMAS, COR. COLLINGWOOD AVE. AND BANCROFT ST.



RESIDENCE OF DR. W. C. CHAPMAN, COR. MADISON AND 17TH STS.



Photo by McKecknie & Oswald. THE BEAUTIFUL MARENGO PARK.

white man was largely in the minority, and when the howl of the ferocious wolf rang throughout the primeval forests, then unbroken by human habitation for many miles in extent.

This romantic spot is located on the west bank of the Maumee, seven miles above the city, and contains an area of fifty acres of beautiful woodland, and is well shaded by the dense foliage of the forest trees, ranging in height from the ordinary lawn buckeye and maple to the towering oak rising to an altitude of a hundred feet or more, under whose branches the Indian in the early days took refuge from the raging storm.

This attractive pleasure ground takes its name from a famous Indian chief, Marengo, whose remains lie buried here near the place he loved so dearly because of its early associations, the warfare in which he engaged and the victories which he won. He was a noted representative of his tribe, and while he loved peace and its pursuits, together with the pleasant occupation of hunting and fishing, he was a valiant leader of his people against the common enemy who attempted to drive them from their beloved forest haunts, where, but for the invasions of unfriendly tribes or the aggressions of the whites, they might live in comparative comfort, peace and safety. A suitable monument is to be erected by the owners of Marengo Park to commemorate his achievements and to mark the place where occurred many bloody conflicts in defense of that which was as dear as life itself—his beautiful forest home, where Nature was lavish to a remarkable degree in adorning and beautifying that romantic spot. The park is situated on a rocky prominence 186 feet above the level of the river, and has been fitted up for the comfort and convenience of picnic parties, tourists and excursionists. An abundance of fresh spring water gurgles from the rocks to quench the thirst of the weary who here seek rest and find it. The poet must have had in mind just such a romantic scene as Marengo presents when he penned the following lines:

"Pastoral images and still retreats;
Umbrageous walks and rustic seats:
Sweet birds in concert with harmonious streams;
Soft airs, nocturnal vigils and day dreams."

Not out of harmony with the poetic thoughts above expressed, the pleasure seeker who may be so inclined can take a row boat and pulling it along the attractive shore, with hook and line angle for the finny tribe which is found here in great numbers. Bathing facilities are also excellent at this point.

Whatever was wanting to complete the park as an attractive pleasure resort has been supplied by the management, a fine dancing pavilion having been erected, rustic seats placed at convenient points, swings hung from the branches of the shade trees, etc. Marengo Park, owing to its convenience of access and the small fare charged by boat, has become deservedly popular, and with the extensive improvements, involving the expenditure of many thousands of dollars by the company next spring, it will doubtless continue to grow in favor with all classes of people who may seek a desirable place of rest and recreation during the hot season. Of the magnificent scenery beyond this point up to and including Perrysburg and Fort Meigs it is not necessary to speak at length. The steamer Burt makes frequent trips during the day and evening, stopping at all points of interest and affording excursionists an opportunity of viewing the picturesque scenery and various places that have become famous in history, story and song.

STEAMER WELLINGTON R. BURT.

The splendid side wheel steamer Wellington R. Burt, plying between Toledo, Marengo Park, Perrysburg and intervening points, has a carrying capacity of 800 passengers and a total length of 156 feet. She is strongly built, with comfortable seating room on both upper and lower decks. The trip up the river, which many thousands of people have taken this season, is one of the most delightful imaginable, and a continuous succession of surprises in the way of varied natural scenery that would gladden the eyes of an artist. The route covered by this steamer up the Maumee river includes that portion of it near Perrysburg which has made it famous in history, and not inaptly has given it the name of the "Hudson of the West." Leaving the dock at the foot of Jefferson street the beautiful steamer Burt, with her load of many excursionists on pleasure bent, floats out from her moorings like a thing of life, passing the Union bridge, the tall grain elevators which have given Toledo a national reputation as a grain shipping point, up through the massive draw of the Lake Shore bridge, past the scores of acres of lumber docks and extensive mills, along up past the Delaware & Lackawanna's great coal chutes and shipping yards, along up past the Water Works buildings whose tower is the highest for this purpose in the world, and then into a river of islands of surpassing grandeur, beauty and picturesqueness. On up the placid stream the steamer glides and rounds the beautiful curves in the river, revealing new scenes at every turn, with the shores on either side dotted with undulating fields of ripened grain and growing crops, while ever and anon the tall forest trees break the view inland and cast their shadows athwart the boat as she glides along amid this constantly changing but continuously beautiful panorama of nature. Soon after passing on beyond the limits of the city the banks of the river, which lie rather low further down, begin to heighten and present a more broken and uneven surface, adding variety and beauty to the scene and giving delight and pleasure to the passengers, whether they view these historic shores for the first time or spend a day with friends on a picnic excursion—a custom which has become very popular with Toledo people.



Photo by McKecknie and Oswald. PLEASURE STEAMER "WELLINGTON R. BURT."

Marengo Park.

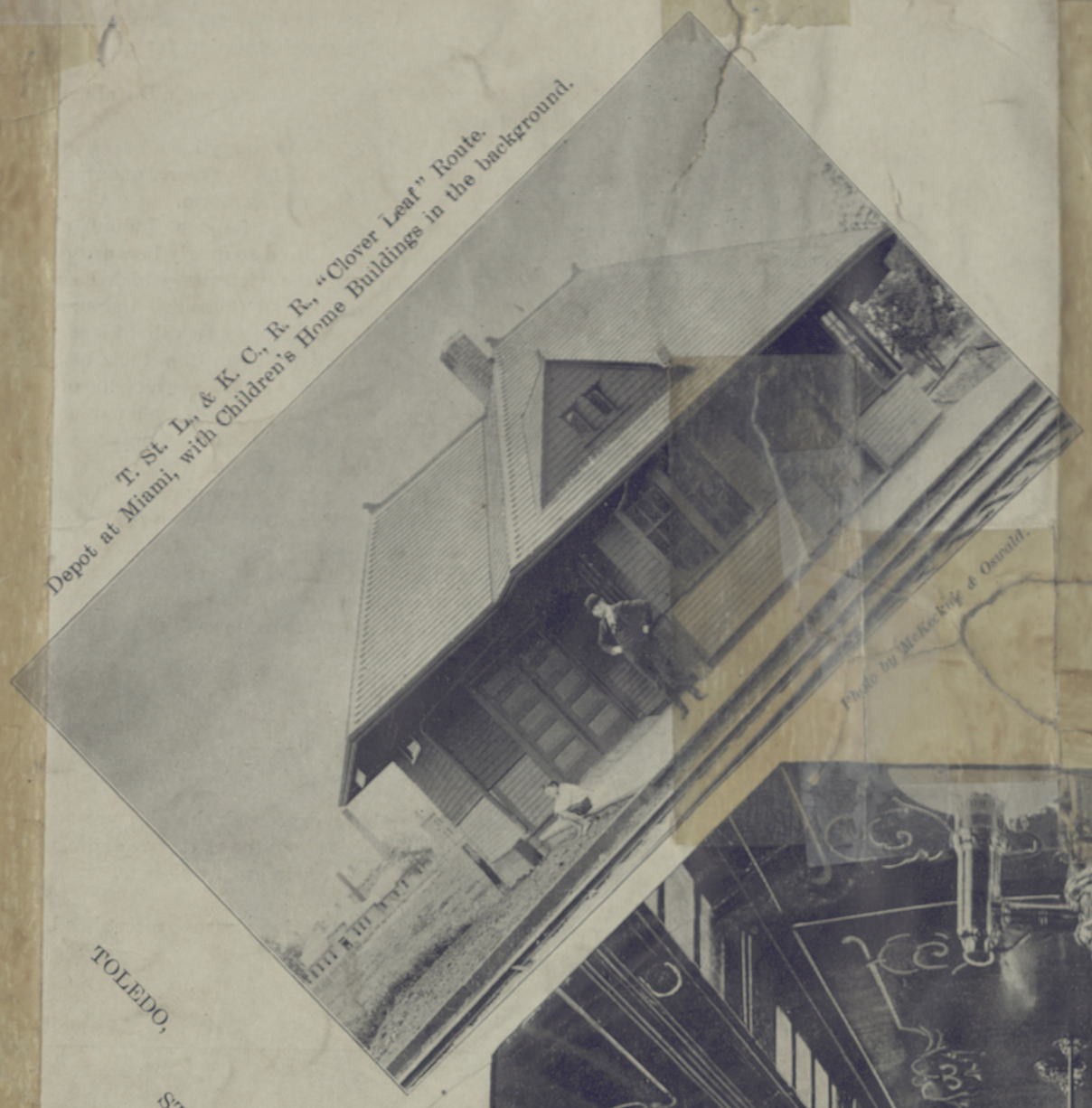
A series of shrill whistles announces the arrival of the steamer at one of the most popular summer resorts in the vicinity of Toledo, namely, the historical battle ground where the Indian and the pale face met in sanguinary and deadly conflict at the beginning of the present century. Here were the hunting and fishing haunts of the red man in those early days of our history when the



Photo by ... PECK PROPERTY.



VIEW FROM RIVER OF THE JUDGE PECK PROPERTY.
Photo by McKecknie & Oswald.



T. St. L. & K. C. R. R. "Clover Leaf" Route.
Depot at Miami, with Children's Home Buildings in the background.

Photo by McKechnie & Oswald.



T. St. L. & K. C. R. R. "Clover Leaf" Route.
River view at Grand Rapids, showing quarry interest.

Photo by McKechnie & Oswald.

TOLEDO, ST. LOUIS & KANSAS CITY R. R.

"CLOVER LEAF" ROUTE,
2 TRAINS DAILY 2
BETWEEN
TOLEDO, O.,
AND
ST. LOUIS, MO.
BUFFET RECLINING CHAIR
CAR SEATS FREE,
DAY TRAIN.
BUFFET VESTIBULED
SLEEPING-CARS,
NIGHT TRAINS.



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Photo by McKechnie & Oswald.

T. St. L. & K. C. R. R. "Clover Leaf" Route.
Bridge over Maumee River at Grand Rapids.



Photo by McKechnie & Oswald.

T. St. L. & K. C. R. R. "Clover Leaf" Route. River view at Grand Rapids.